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DENVER, COLORADO

No. 7

Thirty-sixth Annual Convention of American National Live Stock
Association, Ogden, Utah, January 12-14, 1933



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National Western Stock Show, Denver, Colorado, January 14-21, 1933

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THE PRODUCER

THE NATIONAL LIVE STOCK MONTHLY

Volume XIV

DENVER, COLORADO, DECEMBER, 1932

Number 7

Live Stock in Mythology and Religion*

BY DR. RUDOLF A. CLEMEN

Chicago, Illinois

THE MOTOR AGE HAS DEPRIVED AMERICANS of those intimate associations with domestic animals which have been one of mankind's principal sources of inspiration from the earliest days of savagery. The rapidly rising proportion of urban civilization, accompanied by a growing loss of contact with the elements and facts of nature, has stimulated an artificial type of life and national philosophy that makes our people, as a whole, more poorly adapted to stand the current decline in the nation's business, finances, and social welfare than during previous depressions. We have lost the patience with which the bovine is wont to face each new situation, manufacturing milk or building beef, and calmly chewing the cud the while.

For more centuries than are covered by human record, man has endured the present and faced the future enjoying the security which herds and flocks have made available for him, and there is little question but that the great variety of social theories rampant today would never have originated had civilization continued its close personal contact with live stock.

Despite the great advantages granted to us by industrial development and specialization, we have lost much of that influence upon the economic, artistic, and religious life which was vouchsafed to the peoples of antiquity.

* Reproduced, in condensed and somewhat modified form, from the *Monthly Letter to Animal Husbandmen*, published by Armour's Live Stock Bureau, of which Dr. Clemen was for several years associate director.

Animal Folklore in Relation to Religion

As the holiday season approaches, there are few tales that rouse within us the spirit and romance of Christmas to a greater extent than the animal folklore of the European races. In the farm homes of France and Germany, and even more in those of Switzerland and the Scandinavian countries, the place of cattle, sheep, swine, and poultry in the holiday festivals is of greatest importance. Not alone do they provide the supply for feasting, but their very presence creates a spirit of thankfulness and an atmosphere of security that can never be duplicated in the home of the industrial laborer or the professional worker.

Tradition says that at the first Christmas the lowing cattle knelt in reverent homage to the Christ Child in the manger at Bethlehem, and it is impossible to understand the religions and philosophies of any of the great civilizations of the past without understanding the part played by live stock. The stockman of today is unconsciously breeding, feeding, and marketing animals whose forbears many centuries ago were treated as gods or mythological heroes. These were not mere fancies, but conceptions which dominated the entire civilization and daily activities of these ancient peoples to a degree which seems almost incredible.

Animal worship represented a phase in the development of human intelligence through which all mankind has had to pass in its progress. In addition to establishing the ancient religious forms, the animal

cults in their beliefs (limited, however, by fear and superstition) represented man's earliest attempts to explain the forces of nature.

Why Animals Were Worshipped

Various explanations have been given concerning the origin of animal cults, but, in general, they arose everywhere, for reasons based on daily associations



SKULL OF EGYPTIAN BULL-GOD, APIS

and dependence on animals in every-day life. Hunting and fishing were essential occupations of early society, and the animals thus secured were used in various ways. The flesh was eaten, and the bones were used for making weapons and utensils. It is, perhaps, a curious idea that men should hunt, kill, and eat beings they worshiped, and in turn should use their bones to make weapons with which to kill other animals.

The principal reason advanced for the eating of animals which were worshiped was the idea that, by partaking of these vital parts which were considered to be the seat of the soul, one could acquire the strength and virtues of the animal itself. Early man believed that animals had souls of a type similar to that which he conceived himself to possess, and, furthermore, that these souls could move from one body to another freely.

Transmigration of souls, according to this belief, went on during one's natural life, and also after death. When the soul left a man's body, it was supposed to enter the form of an animal, and might go from one type of animal to another, each one higher

in the scale, until the soul resumed human shape again. Gods were supposed to enter the bodies of different animals, and naturally it was only those animals in which the god was temporarily resident that were objects of worship. Primitive man, therefore, did not worship an animal as an animal, but as the seat of the invisible divine being which had taken on this shape.

Role of Cattle in Religion

The worship of cattle was the most important of the cults of domesticated animals, an example of which was the worship of the bull-god, Apis, in Egypt. This cult of the bull in the land of Egypt can be explained easily, because the value of the ox and bull to the agriculturists and cattle-raisers of that country was fundamental. The river Nile, by its seasonal floods, made the soil of Egypt very fertile. This rich soil was made to yield great crops by the system of tillage, in which cattle were principally utilized. It was quite natural, then, for the natives to pay divine honors to the river and to the animals to which they owed their wealth and prosperity.

Cattle were used as draft animals in religious processions, and thus became used to labor. Their adaptation to the routine service of agriculture was only a short step. Because of the religious attitude toward cattle, special care was taken to prevent the slaughter of the plow-bull, which was considered sacred. The killing of such a bull was thought to be a mortal sin by the Phrygians. Even today the Parsee fire-worshippers shrink from eating beef. The Egyptians slaughtered cattle only occasionally, and whoever wounded or killed their chief animal god—the sacred bull Apis—was lynched with cruel torture. In ancient Rome the killing of a plow-bull was punished as severely as the killing of a farmer. The Roman law ordered the killing of the plow-bull under certain circumstances. Such was the case when a man plowed beyond the border-stone of his own land, and as punishment therefor his plow and oxen were cursed.

Cattle as Sacrifices to Deities

Cattle, as well as other animals, were widely sacrificed to gods in all the countries of antiquity. No smell was assumed to be quite so pleasing to the gods of Greece as that of fat ox shanks. In early times an important sacrifice required the killing of the king of the herd. In certain parts of Greece bull sacrifices were made to goddesses, such as Demeter, the principal goddess of animal husbandry. Pluto and Proserpina, as deities of the underworld, were supposed to favor black steers. On the other hand, in Rome white steers were offered to Jupiter; so on the first of the year a white steer was slaughtered

by the consul, and a triumphal march took place. At other times many cattle were slaughtered at once. This was true when a Roman general returned in triumph from a war. As a rule, goddesses had cows sacrificed to them; maiden goddesses, heifers; and a calf often sufficed for smaller sacrifices to minor gods. In some cases, instead of real cattle of flesh and blood, pastry was offered in the shape of cow horns or the crescent moon.

The slaughtering of an animal to be sacrificed required normally at least four persons: the sacrificer (sacrifice priest), who poured out the drink sacrifice; his servant, with the vessel for incense; the slaughterer, who gave the animal the blow; and finally the flute-player, whose playing was necessary in order that the "laments" of the animal might not disturb the holy performance. Then followed, with special ceremonies, the cutting-up of the animal and the burning of the part to be sacrificed. At the end came the banquet.

Certain interesting supernatural qualities were attributed to cattle. For example, it is said that the destruction of Pompeii was foretold by an ox. Before the battle of Pharsalia, and also before Cæsar's murder, an ox is said to have spoken. Many cows and bulls were said to have spoken Latin and were treated as prodigies.

Again, the bull and the cow were symbols of fertile ground and civilization. As an illustration of the fact that cattle were the means of bringing real culture, there were many legends in which it was stated that the bull and the cow indicated to roving peoples desirable places where they should settle. Tadmor, who established the city of Thebes, later the capital of the cattle land in Egypt, was led to its site by a cow.

Greatest Cattle Cults in Egypt

Probably it was in Egypt that the greatest development of a cattle cult took place. There the chief animal god was the sacred bull Apis, whom the Egyptians considered from earliest times as the most perfect expression of the divinity in the form of an animal. The sacred bull was the calf of a cow incapable of conceiving another offspring, and the Egyptians held that lightning descended on the cow from heaven. Another version was that the god descended on the cow by moonlight. There were certain marks on the animal by which he was recognized as the sacred bull. For example, he was always black with a white triangle on the forehead, a figure of an eagle on his back, in his tail a double hair, and under his tongue an excrescence in the shape of a beetle or scarab, which was a sacred object and emphasized the holiness of the bull.

The origin of the Hindu respect for the cow is an

unsolved problem. Unlike the Egyptians, it is clear that people of India developed a respect for the animal in historic time. However, there is little record of actual worship. In ancient Hindu civilization some of the goddesses were represented in the shape of a cow. Certain gods are called "children of the spotted cow." Indra—the god of battles and thunderstorms, and the most popular of the gods at the time when the sacred books of India were written—had the form of a bull. Some of these myths came down to later times. The pious Hindu touches the tail of the cow at the moment of death, and believes that it will carry him across the river of death. Furthermore, he believes that, in the last reincarnation before the assumption of the human form, the cow receives the spirit and brings it back across the river which



HINDUS WORSHIPING IMAGE OF SACRED COW

bounds the lower world. Cattle festivals are still celebrated in Nepal, in central India, but their object seems to be mainly magical.

Hogs in Egyptian Cults

The place of hogs in animal cults was not so universal as that of cattle. Swine were not considered

as gods, but rather as sacrificial animals. For example, swine were not sacrosanct in Egypt; indeed, they were looked upon as unclean and were taboo. Regarding this repulsion of the Egyptians for swine, Herodotus says: "If someone only touches a hog in passing, he afterwards goes down into the river with his clothes and bathes." The eating of pork was forbidden, and an Egyptian or Jewish priest would rather die than eat pork.

This disgust and repulsion for one of the domestic animals which we today can hardly do without was felt by Egyptians as well as other Orientals, such as Jews and Syrians. It was undoubtedly called forth by the fact that the eating of fat meat had often caused light indisposition and sickness in the hot South, in addition to the dangerous parasites (*trichinæ*) often infecting the animal. According to Plutarch, it was especially disliked by the priests, "because the drinking of sow milk could cause outbreak and eruption of the skin." In any case, there were practical reasons which caused the Egyptians to avoid pork, and which brought the hog into bad repute after it was already disliked as being detrimental to health and unclean.

As an unclean animal, hated by the gods of light, the hog was excluded, not only from domestic slaughter, but also from being sacrificed. The unclean animal had also to be kept away from the temple grounds. In the hall of one temple there is still today a decree of a local governor, which one can read in Greek, that swine-raisers are ordered to keep their animals off the grounds of the temple in the villages.

Only for certain particular reasons was the hog sacrificed, and then also eaten. Herodotus tells us:

The Egyptians may not sacrifice hogs to gods other than Selene [the moon goddess] and Dionysus [the god of wine], to whom they are allowed to sacrifice them at one and the same time; this is, at the full-moon feasts; and then they also eat their meat.

The sacrifice of the hog at one god's feast is described by Herodotus as follows:

When they have slaughtered the animal, they put the end of the tail, the milt, and the net-skin in a heap, and cover it with all the lard-fat cut from the animal, and then they burn this in fire. They eat the rest of the meat at the full moon at which they slaughtered the hog, although no one would eat of it on another day.

The poor people made pigs out of dough and offered them.

The contempt and repulsion which were felt against the hog seem to have extended to the swineherd. Herodotus speaks of it thus:

The swineherds are, though they are born Egyptians, the only ones in the land never allowed to enter the temple.

Nobody must give them his daughter, nor marry one of their daughters, but the swineherds must marry among themselves.

He also mentions, in enumerating the seven so-called Egyptian classes, the swineherds in the fourth place. Also in Josephus we read that the swineherds were repulsive to the Egyptians.

Hogs in Greek and Roman Religion

As a sacrificial animal, the hog occupied the first place with the Greeks and Romans. It was considered to be the earliest victim, and it was allowable to offer it to nearly all the gods. In Greece it was preferably offered to the goddesses of fertility of the soil, Demeter and Kora. Generally one- or two-year-old animals were selected. Also to the god of wine, hogs were offered regularly. In old pictures, satyrs can be seen killing hogs, or riding on them. Sometimes the satyrs have hog ears. Again, the drinking-horns of early Greek days were often shaped like a hog's head.

That the hog served as a cleansing and expiatory sacrifice is very simply explained by the ancient belief that uncleanness and sin are identical, and that the dirtiest animal appears equally as the most sinful. For example, in Greece the regular form of religious cleansing was with the blood of sacrificed little pigs. In Olympia the women who conducted the rites cleansed themselves in this way. At Delphi, Orestes, son of Agamemnon, the Greek leader before the walls of Troy, was cleansed by Apollo, even for matricide, through washing in the blood of little pigs.

At Rome one offered some hogs to the goddess Ceres for the burial of a member of the family, in order that the soiling of the house through the presence of the corpse might be removed. Every year, before the beginning of the harvest, hogs were slaughtered in order to conciliate the goddesses of the field, Ceres and Tellus, who had received the deceased person, in case any rite should have been forgotten by the members of the family in connection with the burial.

In the historical period the athletes in Olympia, together with the fathers, brothers, and teachers, swore their oaths over the quivering entrails of a sacrificed boar to deal honestly in the contest. The sacrificed animal was not eaten, but buried or thrown into the sea.

Just as the hog was the real sacrificial animal of Zeus, the guardian of the oath, in Greece, so it was in Italy with Jupiter. To him also a boar was sacrificed when state treaties were solemnly concluded.

Matrimony was also sealed with a hog sacrifice in Rome, and the door-posts of the bridegroom's house were covered on the wedding-day with the fat of the hog, as the most fertile of domestic animals.

Hogs in Celtic Religion

A swine god, Moccus, similar to Mercury, was known in Gaul, and the boar was a religious symbol represented in images, though in some places he was shown as a goddess. In Irish myths, monstrous swine were eaten at feasts, and swine were the food of the immortal gods. These, with those hunted by King Arthur, may be reminiscences of the earlier swine gods. In Welsh myth the hog is brought from the "god's land." This cult may have been connected with totemism, and, if it led to domestication, the animal was preserved and not generally eaten. Certain branches of the Celts have abstained from eating swine flesh, and there was, and still is, a prejudice against it in some parts of the Highlands.

In modern Welsh folklore the pig figures as a bugbear for children and is believed to appear on Allhallow Eve. There is a story of a pig ancestor in Wales, and the grunting of pigs is imitated during an eclipse of the moon. In Germanic mythology the pig is associated especially with storms and, as a fertility animal, with the harvest time. In Celebes it is believed that the pig supports the earth, and causes an earthquake when he rests against a tree.

Sheep in Ancient Religions

In ancient mythology and religion, sheep played a part similar to hogs. They were seldom gods, but were sacrificial animals. However, one god, Amon (the primitive Egyptian god of life and reproduction), was represented as a ram-headed deity. Amon was a symbol of animal fertility. In Egypt, which was the capital of his cult, the most ancient Amon temple was built about 4000 B. C. Being associated with the cult of the sun, he was found in nearly all civilized nations, usually when they were in the stage of almost exclusive cattle-breeding.

In the civilized Nile country a worship of the ram-headed Zeus was developed—their god taking the form of a man with a ram's head. The more highly esthetic Greeks objected to such a demi-animal. They accepted the very ancient Lybian god of nature, but they limited his original ram's form to two ram's horns on the head. Thus Zeus-Amon resulted, as he was popularly known in Cyrene and also across the sea. We read in Herodotus that Zeus once, in order not to show himself in his true form, had hidden himself from head to toes in a ram's skin. For this reason, every year a solemn ram sacrifice was held at Thebes on the Nile, at which sacrifice the picture of the god, the so-called Zeus, was clothed with the skin of the victim, while the victim itself was buried. In religious art, the god of the shepherds has been represented as carrying a lamb, and the Christian catacomb painters have made the picture of the Good Shepherd from it.

A protecting god of the sheep-breeder was Mercury (the Greek Hermes) as dispenser of blessings and fertility, protector of herds. At Sparta a feast was given annually in his honor, and sometimes he was referred to as the ram-god, sheep-god, lamb-god, and herd-god. As sheep were considered great friends of music, and as nothing was dearer to the Greek and Italian shepherds than their whistle, Apollo had, as god of music, every right to be venerated by shepherds. The dedication of the shepherds to Apollo may originally be connected with the ancient sun character of Apollo as the dispenser of blessings and fertility. On the other hand, Apollo may have been confused with Mercury, due to the fact that the invention of the lyre was attributed to Mercury.

Examples of Sheep and Lamb Sacrifices

In the oldest, most solemn form of the Roman wedding, sheep sacrifices were used, and a fleece and wool belt played a considerable role. The couple being married had to sit on the fleece of the newly slaughtered sheep, and the bride had to wear a woollen belt, which was removed by the young husband on the bridal night. All this, and still other customs, referred to the dearest wish of the young couple—matrimonial fertility.

In Greece, Poseidon received ram and lamb sacrifices, because Greeks loved to compare the strange white curling waves which come before the outbreak of a storm with the gayly jumping sheep.

In ancient times the sheep was generally the simplest, most practical, and most usual victim, especially in the Roman cult. Sheep's blood had to flow at certain of their feasts, and on many other occasions, because, through centuries, sheep- and cattle-breeding was the chief occupation of the ancient Latins. Faunus, a sheep and shepherd god of the first rank, was counted among the most powerful gods of the pre-Romulus epoch. At his principal feast, Faunalia, sheep and other animals were allowed to roam about freely in field and wood. He was also a god of prophecy and had a renowned oracle, where every questioner had to sacrifice a sheep and sleep on the freshly removed sheepskin, in order to be inspired during his sleep by Faunus.

Among the upper Nile tribes today the Madis practice an animal sacrifice of a lamb—possibly as a means of expelling the evils which have accumulated. They are sad before the ceremony, and show great joy when it is over. They assemble around a stone circle, and the lamb is led four times around the people, who pluck off bits of its fleece as it passes, and put them in their hair. The lamb is then killed on the stones, and its blood is sprinkled four times over the people. It is thereafter applied to each per-

son individually. As each rises to go away, he or she places a leaf on the circle of stones. The ceremony is observed on a small scale at other times, particularly when trouble comes upon a family. This is also practiced on joyful occasions, such as the return of a son after a long absence.

Sheep in European Folklore

The sacrifice of a ram is occasionally found in European folklore. Near Maubeuge a ram was killed by one of the squires of the neighborhood, and it was believed to be laden with the sins of the people. But more commonly the sacrifice was performed without any specific reason being given for the ceremony. It is still a common custom in Czechoslovakia, Hungary, and other countries for a ram to be thrown from the church tower in the autumn in order to procure a good harvest in the following year. In Finland a lamb which has not been shorn since the spring is killed in the autumn. It must be slaughtered without using a knife, and no bones must be broken. When it is served up, water, which probably has taken the place of blood, is sprinkled over the threshold, and a portion of the meal is offered to the house-spirits and the trees which will serve as May-poles the following year.

In east and central Europe a lamb is commonly sacrificed at Easter, or rather later, the day chosen being usually April 24. In western Europe there are traces of such a custom at Whitsuntide. In France a lamb is blessed in the church at Christmas in Nivion, and allowed to die of old age. In the same way, rich Kalmuks consecrate a white ram under the title "the ram of heaven." Probably the object is, as in France, to provide the flocks with a tutelary animal.

In Madagascar the sheep is one of the animals in which are incarnated the souls of ancestors. Various families are forbidden to eat of its flesh. In India there is reason to believe that the sheep was once a sacred animal. A large number of Chinese have a prejudice against mutton. The sheep is, however, regarded as a lucky animal, and its skull is hung over the door to prevent theft.

Animals in American Indian Mythology

In early America, animals played a significant role in the life of the Indians. While the Indian hunted with zeal, he inflicted death upon animals only because he needed the meat for sustenance. In his philosophy, the animal world breathed the same life-spirit that animated him. The beast of the field was his brother, whose forgiveness had to be assured before the Pueblo Indian, for example, ventured on the chase. The hunt was a ceremonial, deeply religious, and to go out to kill a brother animal, without

wearing an animal fetish and having thrown the sacred meal in six cardinal directions, was not to be thought of.

The Tewa Indians, north of Santa Fe, whose ancestors lived in the cliff and cave dwellings of the Pajarito (New Mexico) plateau, had six important beast-gods: the mountain lion of the North, the bear of the West, the badger of the South, the wolf of the East, the gopher of the Below, and the eagle of the Above. These were very powerful "medicine animals," and corn meal was thrown to them as a sacrifice.

Animal Cults Widespread

Some attempt has been made to see how widespread animal cults have been, and how elements of them have persisted. The same fundamental traits are found in all mythologies and stories of the Persians, Egyptians, Hindus, Greeks, Romans, Celts, Germans, and Slavs. In the religions of civilized peoples the gods came to appear under a purely human shape, and later their nature has taken on an abstract character. Yet, as a general rule, they were considered to be descended from animals, or from a magic being which possessed the attributes of the triple nature of animal, man, and god.

In the course of the centuries the distinction between god, man, and animal became complete. Yet sometimes the new gods of civilized peoples did not replace absolutely the animal gods of a more primitive epoch. The two kinds of religion became mingled and blended, and the earlier one is often visible under the forms of the later.

In the beginning, prayers were addressed directly to the animal which was adored, and represented naively and simply in its ordinary form, as is still the case with primitive races. Later on the human and animal forms became mixed, as is indicated by statues, images, and paintings left by the Egyptians, Babylonians, and others. It is only much later that, while the gods were offered the adoration of the faithful under exclusively human traits, the animal from which they issued still subsisted as an ancestral spirit—a symbol of their original essence.

There is no religion, even after Christianity began to take form, that has not had in some of its sects a curious reminiscence of abolished cults. The ideas of transubstantiation, of reincarnation, and of migration of souls, the primitive pantheistic sentiment of animal religion, still influenced the mysticism which flourished in the early Christian centuries.

The Middle Ages did not escape the intrusion of the animal in their literature. We have only to look at the considerable number of fable-books which it has transmitted to us. In fables, in moralities, in didactic poems, where the many different and fan-

tastic animals appear, is a mixture of the legends and the superstitions of the cult which refer to animals.

Although modern times have done justice to these fables, and animal cults no longer exist in Christian countries, there has continued a symbolizing of the saints, the apostles, and Christ himself by animals. For example, in literature Christ is accompanied by a lamb, St. Mark by a lion, St. Roch by a dog. The origin of this symbolism is to be found in ancient primitive religions, of which certain phases have persisted up to our own times.

Humanity has not changed. In its infancy as well as in its mature age, animals form the base of many religions, and of their myths and legends.

ACCREDITING RANGE AND SEMI-RANGE CATTLE AS TUBERCULOSIS-FREE*

BY F. E. MOLLIN

Secretary, American National Live Stock Association

THE YEAR THAT HAS PASSED SINCE REPRESENTATIVES of various western live-stock organizations appeared before your Tuberculosis Committee has witnessed much progress in the work of tuberculosis eradication, and in the knowledge of the most efficient manner in which this work can be carried to a conclusion in the range and semi-range areas of the seventeen western states. I think you will grant that your interest in this matter cannot possibly exceed that of the people whom I represent. We are the ones who will suffer and who will pay for any mistakes made, regardless of who makes them. We realize fully the urgent necessity for stopping the agitation in regard to tuberculosis in cattle, and for working out at the earliest possible moment regulations for the handling of stocker and feeder cattle interstate, with a maximum of safety and protection to all, and a minimum of unnecessary expense.

It is our firm belief that great damage has been done to the industry by unnecessary and illogical restrictions on the movement of cattle, and by placing undue emphasis on the danger of reinfection by purchasing animals coming from the naturally clean areas of the West, unless such animals have first been subjected to the tuberculin test. The consuming public is very sensitive to any mention of disease in connection with its meat supply, and no doubt the constant publicity in regard to tuberculosis has been one of the factors contributing to the decline in beef consumption.

The efforts of the live-stock commissioners attached to many of our central markets, having widely heralded their overenthusiasm in the matter of establishing accredited areas in the range country, and largely exhausted their original field of activity, have helped to create the impression in the East that a dangerous condition exists, and that emergency action is demanded. Nothing could be farther from the truth. The natural reaction to all this tumult has been an excess of caution on the part of eastern buyers. Many who formerly bought cows to clean up odd supplies of roughness in the fall will not bother to unwind the red tape now necessary to acquire possession of them, and thus a stout prop has been knocked from under the market for she-stuff.

*Address delivered before the United States Live Stock Sanitary Association, Chicago, December 1, 1932.

Others will not buy in the central markets for fear of acquiring disease, although there is no basis for such fear. If the same amount of time and money had been spent in informing eastern buyers of the truth relative to the natural freedom from disease of western range and semi-range cattle, ample proof of which has long existed, and of their superior quality and hardihood, we should all be faced with a much simpler problem today. There is a danger-point in the load which any industry can bear in the way of regulations, no matter how well intended; and that point has now been reached.

Great Progress Made in Cleaning up Herds

The Bureau of Animal Industry and your association are to be congratulated on the remarkable progress that has been made in cleaning up bovine tuberculosis through the medium of eliminating infected animals from the farm and dairy herds. In the fifteen years from 1917 to 1932 the percentage of condemnations, minus known reactors, at federally inspected plants has declined from 0.45 to 0.098. The constant decline in this percentage in recent years indicates that the final cleaning-up of farm and dairy animals will remove the question of bovine tuberculosis from its present unfortunate position in the spotlight. The statement issued by the bureau on October 6, showing that less than one-third as many of the cattle slaughtered under federal meat inspection for the fiscal year 1932 were affected with tuberculosis as was the case ten years ago, proves both the progress made in cleaning up farm and dairy herds, and the relative absence of the disease in range and semi-range herds.

Another optimistic statement was issued by the Bureau of Animal Industry on April 28, 1932, calling attention to the steady progress being made, and postponing indefinitely the regulations, previously approved, providing for the testing of all feeder cattle moving into quarantined areas after July 1, 1932, except that this was not to apply to areas where the incidence of disease was estimated to be not more than 1 per cent until July 1, 1934. Much of the testing done in range areas last spring would not have been undertaken except for the fact that stockmen were told that they would have to comply with these orders. However, the results obtained furnished a valuable record which it was essential to have in order to work intelligently in the future. The statement of April 28 concluded with these words:

"In the meantime, surveys will be continued in order to obtain more information on the presence or absence of tuberculosis infection in range cattle."

Before going into a study of the reports available from this survey, which was later initiated by the bureau, I should like to take up the question of the results of testing done in the field. It is our claim that the disease is not a natural attribute of our cattle, and that the conditions under which we operate, instead of being conducive to its development, tend to promote vigor and disease-resistance. The old law of nature, "the survival of the fittest," still rules on the range; and the Belden pictures, shown here a year ago, told the story of just how "fit" that is.

In almost every instance where tuberculosis has been found in range or semi-range cattle the infection has been traced to the importation of breeding or dairy animals. A great deal of it was due to the outrageous dumping, some years ago, of dairy stock, known to be infected, from east of the Missouri River into various parts of the West. The centers of infection thus created now have been pretty well cleared up, and the stricter regulations in force today, together with the completion of your program of testing farm and dairy animals, will remove this source of trouble.

Results of Testing of Western Cattle

We believe that the figures given below as to the results of testing already done in the field, coupled with the result of the packing-house study, fail to prove the wisdom or necessity of testing hundreds of thousands of clean cattle in accordance with the present plan.

The report of the bureau for the years 1917 to 1930 shows that, of 74,870,664 cattle tested in the United States during that period, 2.6 per cent reacted. Taking the seventeen states west of the Missouri River, 14,225,833 cattle were tested (mostly dairy cattle, of course), with only 1.2 per cent reacting; indicating that even the dairy herds in those states are much freer from disease than is the case in the East. For the year 1930 alone the margin in favor of the western states is even greater, 1.7 per cent of all cattle tested reacting, with only 0.62 per cent in the western states. For the year 1931, 1.5 per cent of all cattle tested reacted, with only 0.57 per cent in the western states.

For the year 1932, 1.9 per cent of all cattle tested reacted, with 1.1 per cent in the western states. During that year, of the 21,015 reactors in the western states, 12,837 were in California alone, where a hotbed of infection was struck in dairy herds. The higher percentage for the entire country was partly due to this sharp increase in California, and partly to increased activity in New York, where the percentage of reactors was 5.3, against 3.3 the previous year.

While the bureau and certain of the states do not appear to have detailed records, segregated as between farm and dairy cattle, on the one hand, and range and semi-range cattle, on the other, I give you such detailed information as I have been able to get.

Dr. Mohler informs me that, in the work which has been done in Utah, no tuberculosis was found in range herds. This state has many small herds, and comparatively few large ones. About one-fourth of the total number of cattle are of the dairy type, so that the chances of mixing are greater than in most of the range states.

In Arizona little testing has been done, except in dairy cattle. A few semi-range cattle have been tested in Apache, Navajo, Cochise, and Greenlee Counties, with about one-tenth of 1 per cent reacting, except in Cochise County, which showed three-tenths of 1 per cent.

In Montana, 230,327 "other than dairy cattle" were tested in the years 1921 to 1931, inclusive, of which 635 reacted, or 0.27 per cent. Range, semi-range, and farm cattle are included in the classification.

Panhandle Free of Disease

Dr. Williams advises that, in six counties, already accredited in the Dallas area of Texas, approximately 20,000 range cattle were tested, and only 10 reactors found, or one-twentieth of 1 per cent. In the recent testing in the Panhandle, some 24,000 range cattle were tested, without a single reactor. Will anyone seriously contend that such a showing demands and justifies the continuance of this program among the almost 5,000,000 beef cattle in that state?

In three range counties in process of accreditation this summer in Oklahoma, 27,242 cattle were tested, showing 65 reactors, 27 of which were dairy cattle.

In New Mexico approximately 12,000 range and semi-range cattle have been tested, with 35 reactors.

From Oregon I have a report of 2,000 cattle being tested in the Klamath Basin a year ago, with 5 reactors, 4 of which had been imported from California the previous year. In the past two or three months some 3,500 additional range cattle were tested, and no reactors found.

Even in Idaho, where infection was introduced into semi-range cattle, mostly Shorthorns, some years ago in Lemhi County, in the manner described above, less than one-half of 1 per cent of the total number of cattle tested from 1919 to June, 1932, reacted. Of 1,000,487 cattle tested in the state, only 87 of the 4,770 reactors were Herefords—the dominant breed in the range country, and apparently the least susceptible of all to the disease. In the past two years, Dr. Mohler states, only a very slight degree of infection has been found among the range cattle in this state.

In Nevada, during the four-year period ending 1932, 74,807 range cattle were tuberculin-tested in connection with area work, and there were found 208 reactors, or 0.28 per cent.

In the State of Washington, during the period January 1, 1929, to September 30, 1932, 248,099 range or semi-range cattle were tuberculin-tested, revealing 1,447 reactors, or 0.58 per cent.

In California considerable infection has been found in range and semi-range cattle originating in the foothill districts of the San Joaquin Valley. It is the theory of the chief of the Division of Animal Industry of that state that these cattle have become infected through mixing with dairy cattle which have been turned out for feeding in this region. The map shows very heavy infection in the dairy cattle of that state, and so long as there are opportunities for mixing it is entirely possible for the disease to be found in the various types of cattle. This simply shows the necessity of keeping to the original plan, and cleaning up the farm and dairy animals in the country as fast as possible. When that is done, the range and semi-range cattle will give a good account of themselves wherever located. Insisting that we should begin a long, expensive program of testing range and semi-range cattle because they do show signs of infection where given the chance of mixing with dairy cattle known to be infected is putting the cart before the horse.

In other western states, such as Nebraska, Colorado, South Dakota, and Wyoming, either very few range and semi-range cattle have been tested, or there is no segregation of the records, so that I have been unable to get information of value. In North Dakota some tests were applied to range cattle in connection with area work in a few counties west of the Missouri River, where a very slight degree of infection was found.

Healthiness of Herds Confirmed by Packing-House Study

Coming now to the packing-house study, requested by western live-stock interests, suggested in the B. A. I. order of April 28, and put into effect July 1 at Chicago, St. Paul, Sioux City, St. Joseph, Omaha, Kansas City, and Denver, under charge of Dr. Herman Busman: This is not a new departure, but simply a logical gathering-up of loose ends, and an expansion of the present work of tracing diseased animals back to the point of origin. It is the only infallible test. Each year the old cows, the old bulls, and the culls from western herds—far more susceptible to tuberculosis than the choice feeders that are shipped to eastern feed-lots—go to the packing-plants, where the inspectors read the story of their lives as the dressed carcasses pass before them.

We already had an indication of what to expect from Dr. Busman's study. For the fiscal year 1931, 2,015,440 cattle, exclusive of known reactors, were inspected at Denver, Fort Worth, Kansas City, and Omaha, of which 679 carcasses were condemned, or 0.034 per cent. Eliminating Kansas City and Omaha, with their greater numbers of farm and dairy cattle, we find 362,341 cattle inspected at Fort Worth and Denver, with 70 carcasses condemned, or 0.019 per cent.

For the fiscal year 1932, 1,868,923 cattle, exclusive of known reactors, were inspected at the four western markets, of which 497 carcasses were condemned, or 0.027 per cent. Taking Denver and Fort Worth alone, there were 354,945 head inspected, with 45 carcasses condemned, or 0.013 per cent.

The first figures available as a result of Dr. Busman's study show autopsies performed, between July and October, inclusive, on 53,889 cattle, identified as originating in range areas, out of a total of 322,632 received at the markets under survey and similarly identified, or about 17 per cent of the total receipts of range cattle. The great majority of the 83 per cent no doubt were feeders, and did not go to the packing-plants. But we urge that a careful post-mortem examination of 17 per cent of the total animals received, when that 17 per cent is largely made up of the old cows and bulls from the entire herds, which would show infection if it were there, is a much better check on the true condition existing in those herds than can possibly be obtained by the present plan of field testing. In practical application, the present plan is to test as many of the bulls and purebred animals as can be found, and 10 per cent, if possible, of the range breeding females, taking whatever animals are most convenient to handle, without regard to age. I know of one instance where agents in the field have offered to test only yearling heifers, in order to accredit one of our large western herds. The plain truth of the matter is that even the modified plan is not practical in many parts of the West, and cannot be honestly complied with.

A hundred and twelve carcasses are reported as disclosing tuberculosis—33 from Colorado, 38 from Nebraska, 18 from Wyoming, and the remaining 23 from Kansas, Montana, New Mexico, Oklahoma, and South Dakota. No trace of the disease was found in any animal from Texas. Of the 112 carcasses, only 17 were condemned, or 0.031 per cent of the total examined. Of the 33 cattle from Colorado, 19 were from a feed-lot at Julesburg, and the infection appeared in glands of the head. These cattle originated in Yuma County, and Dr. Lamb immediately had 137 animals from the herd tested, without a single reactor. The disease, therefore, originated in the feed-lot and not in the range herd. Most of the remainder had skin lesions, with only 2 or 3 showing typical lesions of bovine tuberculosis. In Wyoming, 12 of the 18 animals were from one herd of Durhams, and it is believed the infection was introduced through the purchase of bulls a few years ago. In Nebraska, 14 of the 38 were from one herd. I have had no opportunity to get detailed information on the Nebraska record, but representatives from that state are here today, who, I hope, can give us further information of value.

Figures Speak for Themselves

It would seem that the above figures speak for themselves. They demonstrate that range cattle are naturally free from tuberculosis; that practically all outbreaks have been traced to the entry of infected breeding animals; that the present incidence of the disease in range or semi-range areas is very low—a mere fraction of the one-half of 1 per cent established as a basis for 100 per cent accreditation; and that its occurrence has constantly declined as farm and dairy herds have been accredited. The study of packing-house records conducted by Dr. Busman and his assistants, together with the information previously available along the same line, clearly indicates a much lower incidence of tuberculosis in range-cattle areas than exists in many of your 100 per cent accredited states. It plainly shows that the method of accreditation through packing-house records is

practical and economical, and fully meets the needs of the situation which now exists. It was not to be expected that 100 per cent efficiency would immediately result, but it is gratifying to note that splendid co-operation has been extended to Dr. Busman and his assistants at the various markets. Given a little more time to educate all interested in the details of the plan, we can expect even better results in the future than those already obtained. It will not be difficult to perfect a proper method of tracing.

I quote again from the bureau bulletin of October 6:

"Since federal meat inspection is recognized as a test of the health of market live stock, the comparative figures show the effectiveness of the nation-wide campaign of eradicating tuberculosis from live stock, say officials of the Bureau of Animal Industry, U. S. Department of Agriculture, *who also point out the similarity between the results of field surveys and federal meat-inspection records. In both cases the proportion of tuberculous cattle in 1932 was found to be about one-third that of ten years ago.*" [Italics mine.]

Certainly that indicates that the bureau has found the packing-house system a reliable index of conditions.

The present situation has forced cattlemen to practice the most rigid economy in every operation. It should and will compel both state and federal governments to do likewise. In the face of the negligible number of condemnations at markets where range cattle predominate, plus the clean record on field testing described above, we do not believe that either state or federal governments are justified in appropriating large sums of money to continue the present plan, so far as range and semi-range cattle are concerned. As to the cattleman, he has not the money to add one penny to his present costs. I am sure that stockmen and sanitary officials in those western states which have already done considerable testing would welcome a more simple plan of keeping a check on the disease—one that would combine economy and efficiency.

Objection to Present System Not Solely Economical

Our objection to the present system, however, is not based solely on economic grounds. There are many ranges and ranches so operated that it is a physical impossibility to test all the bulls, and where it would, to say the least, be an arduous undertaking to test 10 per cent of the breeding females, which would be truly representative of the entire herd. In many instances it would require a considerable outlay for equipment otherwise unnecessary. The main objection, however, to the testing of millions of cattle, as remarkably free from disease as this record shows, is not the expense of the equipment, nor the material cost of the labor involved, but the very substantial shrink in handling and rehandling the breeding herds.

We do not desire accreditation by deceit, but by the most practical, economical, and efficient method that it is possible to devise. The interests of cattle-feeders in the Corn Belt and eastern states will be much better protected by a careful tracing-back of diseased animals from the packing-house to the shipping-point than by a system which at best checks only a small portion of the herd. Areas have recently been declared accredited when it is a well-known fact that several of the largest herds have not been touched. The plan which we recommend, properly administered, will beyond a doubt show the animals affected with typical lesions of bovine tuberculosis. That is what you are after. All that remains is to perfect the system of tracing to the point of origin.

In your deliberations on this matter, I ask you to consider the facts that there are more than 20,000,000 beef cattle in the seventeen western states; that the beef-cattle industry is the major industry in many of these states; and that great care and attention have been given to improving

the quality and excellence of the herds, until we now produce the finest cattle in the world. The West is proud of its cattle and envious of its reputation. It shall be our aim to continue to supply the finest raw material that the Corn Belt feeder can buy.

In closing, I desire to thank Dr. Cotton and the other members of his committee for the privilege of appearing here. Yours is a great responsibility. Thousands upon thousands of producers are affected by your decisions. We urge you to consider every side of this problem, the acute need of economy, the welfare of the entire industry, and then to co-operate in working out a plan which will command the full support of all concerned.

BEEF PROMOTION GATHERS MOMENTUM

BY REDMAN B. DAVIS

National Live Stock and Meat Board

*Brawn for the daily battle;
Vigor to see it through;
Nerve for the tasks impending,
In order that dreams come true;
Strength for the sweating toiler;
Energy, power, and health—
These are a nation's assets,
Basis of all our wealth;
These are the winning factors,
Helping to rout defeat—
Found in the daily diet,
Served with a meal of meat.*

IT IS SAID THAT THE SCULPTORS WHO HELPED to build the Parthenon never really obtained an adequate conception of its colossal magnificence. They were too close to their work. Their eyes were blinded by the very dust from their chisels. Likewise it may be said, with a fair degree of truth, that the men engaged in the beef-cattle industry, who spend years in building up herds representing the last word in breeding and feeding, sometimes do not fully realize the tremendous scope of their enterprise and its economic importance.

The beef-cattle industry of this country is big business. Last year a total of more than 6,000,000,000 pounds of beef were consumed in the United States. An average of about 10,000 pounds of meat moved into consumptive channels every minute of the year. Twenty million head of cattle were marketed in 1931. More than 62,000,000 head of beef cattle were on our farms January 1, 1932. Think of these cattle in a beef parade! At the rate of ten head every second, it would require two and one-half months for the parade to pass any given point.

Meat-Cutting Demonstrations

In previous reports of the National Live Stock and Meat Board in THE PRODUCER, mention has been made of the beef-cutting demonstrations before retailers, housewives, and other groups throughout the nation. Keen interest in these demonstrations has been stimulated from coast to coast.

Agricultural colleges saw the value of this work and the possibilities for such programs in their respective states. So the board began holding meat-cutting training schools for college meat specialists. Three have been held—one in Ohio, one in Massachusetts, and one in Illinois at Chicago. College men have learned the methods of preparing the new meat cuts. These men now hold demonstrations in their own states and, at the call of the board, often fill out-of-state requests.

Meat-cutting demonstration activities have thus been speeded up. More people have the opportunity to attend demonstrations. More people carry home valuable new meat lessons.

In the first ten months of this year the board's demonstration staff, and college men trained by the board, have given 561 meat demonstrations in 28 different states. Beef demonstrations have been given in 19 states. The demonstrations, to a great extent, have been staged in the heavy consuming centers of the East. The audiences have been large and appreciative. Retail meat-dealers in other eastern cities, not yet reached, are desirous of securing demonstrations. An invitation has been received by the board from the Retail Meat Dealers' Association to put on a city-wide campaign in New York City after the first of the year. The University of West Virginia has recently asked the board to co-operate in a state-wide beef demonstration campaign.

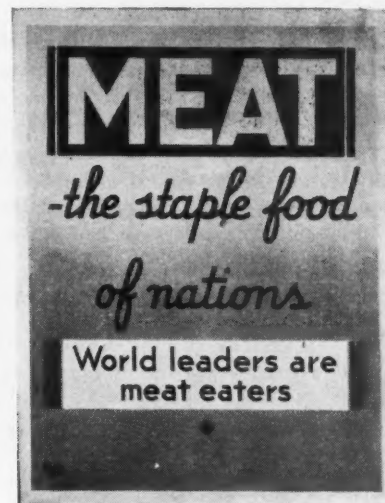
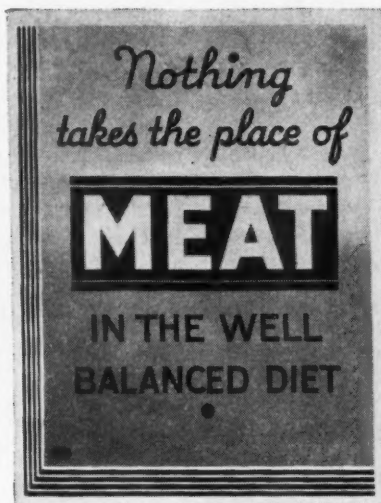
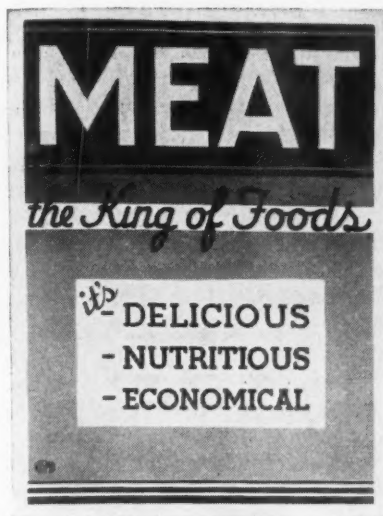
Meat-Cookery Research

Meat-cookery knowledge helps increase meat consumption. The board, through its Home Economics Department, assembles and disseminates the latest facts on meat cookery. No matter how perfectly a beef animal is produced, or how excellent a steak or roast from the animal may be, cooking is all-important. "The proof of the pudding is in the eating." Too long the science of meat cookery has been neglected. With no reflection on housewives, it is a fact that when the board began its meat educational activities a few years ago the average housewife recognized less than two roasts and only two or three steaks. The board's cooking demonstrations have been acquainting thousands of housewives from coast to coast with modern cookery methods.

Great strides have been made in the past few years in meat-cookery research. The Co-operative Meat Investigations project, sponsored by the board and in progress at many state experiment stations, includes cookery studies by home-economics departments of these institutions. The research is intensive. Thousands of roasts of beef, as well as legs of lamb and loins of pork, have been prepared in the cooking laboratories. Old ideas of meat cookery have been upset. Notions held almost sacred, because of their antiquity, have not been sustained by test. One of these ideas was that searing beef at a high temperature prevented the escape of meat juices, and so enhanced the meat flavor. Investigations have shown that meats seared at high temperatures lose more of the meat juices than meats not seared at all. A very important discovery in meat cookery was that cooking beef at a low temperature over a long period results in less shrinkage and a more attractive dish than beef cooked at a high temperature for a short period. Along this line, Ohio State University made a very interesting test. Two rib roasts of beef from the same steer were used. Each weighed 14 pounds. One was cooked at 500° F., losing 5 pounds, 10 ounces in weight. The other, cooked at 230° F., lost only 1 pound, 14 ounces.

The practical value of the roast-meat thermometer has been demonstrated. A thermometer takes the guesswork out of meat cookery. The thermometer is put into a roast before it goes into the oven, and the roast is taken out when it registers the temperature indicating the desired degree of doneness. We know now what these temperatures are for rare, medium, or well-done beef.

When housewives of the nation learn more about the food value of beef and other meats; when they learn of the methods by which meat can be prepared in a greater number of ways for the table; when they become better acquainted with methods of combining meat with other foods, the con-



NEW POSTERS CALL NATIONAL ATTENTION TO FOOD VALUE OF MEAT

New posters recently published by the National Live Stock and Meat Board are shown above in reduced size. The originals are 19 by 25 inches in size, and are printed in attractive colors. They are being given widespread distribution in connection with the board's intensive program to stimulate meat consumption.

sumption of meat should be stimulated. For this reason, the meat-cookery demonstrations of the board have a far-reaching influence. In the first ten months of this year, cooking demonstrations were given by the board's Home Economics Department in the heavy consuming centers of nine states in the East and Middle West.

Co-operative Investigations

At twenty-six state experiment stations the Co-operative Meat Investigations are in progress. Factors that influence quality and palatability in meat are being studied. Experimental work with beef animals is going on apace. Iowa and Missouri investigators are studying the relation of age of beef cattle to beef quality and palatability. At Nebraska and other stations the influence of sex on the above characteristics is being studied. Arkansas, North Carolina, Mississippi, and Louisiana stations are finding out the influence of breeding methods on beef quality. The West Virginia station compares the beef produced on grass alone with beef produced on grass and grain. Illinois workers are trying out the effect of different rations on firmness of beef, color of lean meat, and palatability. This research work is increasing the store of valuable meat knowledge.

A great deal of credit for the introduction of these Co-operative Meat Investigations goes to C. M. O'Donel, of Bell Ranch, New Mexico, formerly a director of the National Live Stock and Meat Board and past president of the American National Live Stock Association. Today the study is looked upon as the greatest co-operative research project ever conducted in any field.

How the Gospel Is Spread

Telling the nation about beef is one of the board's big jobs. It is told in manifold ways, consistently and constantly and constructively. Newspapers are co-operating to a greater degree than ever in publishing meat editorials, meat articles, meat recipes, and up-to-the-minute facts on beef and other meats.

The ether is permeated with meat information. Over thirty radio stations use the board's radio material, and thus reach the most isolated home and hamlet. Broadcasts cover the country from Miami, Florida, to Bismarck, North Dakota, and from Los Angeles to New York City.

The public demand for meat literature is continuous and urgent. In the month of October, for example, a total of 50,200 pieces of literature, dealing with beef, either wholly or in part, were mailed from the board's office in answer to requests. The literature went into thirty-one different states from coast to coast. It included the beef-cutting manual, beef cook-book, beef charts, beef stickers, "Meat and Meat Cookery" booklets, "What to Serve with Meat" booklets, "Meat in the Low-Cost Diet" pamphlets, etc.

Housewives, high schools, colleges and universities, retailers, packers, women's clubs, industrial organizations, and others in every section of the country, depend on the Meat Board for the latest facts on beef and other meats. The publication, *Food and Nutrition News*, goes into over 8,000 high schools monthly. The text-book on meat is used by 3,500 high-school teachers, and is now being revised. These facts indicate nation-wide interest in the King of Foods.

The high food value of meat must be stressed continually—especially in these days when other food interests are so active. The board is strengthening its program, which is directing national attention to the food value of meat, with the distribution of six "Food Values" charts, just completed. These charts show the food value of meats and other common foods as regards protein, phosphorus, calcium, iron, vitamins, and calories. The charts go into every high school in the nation, and also into state universities and colleges. They represent the very last word in information on food values.

In use by hundreds of thousands of home-economics students—the nation's future home-makers and teachers—the charts bring home striking facts as to meat and health. The protein chart shows meats leading the list in this building element. The iron chart reveals the fact that meats are higher than other foods in this element so essential to life. Meats head the phosphorus chart. According to the vitamin chart, certain meat cuts are good sources of vitamins.

State-wide meat campaigns, sponsored by local interests, are becoming more and more popular, and the board has received a number of requests recently for assistance in such campaigns. The Utah Cattle and Horse Growers' Association set aside October 15 to 22 as "Eat More Beef" week in Utah. The Texas Breeder-Feeder organization sponsored

"Meat for Health" week, October 15 to 22, during the state fair. This week, representing the co-operation of many organizations, included a meat parade, use of meat editorials in newspapers, display of mammoth posters, and many other features. In Arizona, the month of November was set aside by the Arizona Cattle Growers' Association as "Beef Cattle" month. In Nebraska, the Omaha Chamber of Commerce has conducted a meat campaign which has been given nationwide publicity and is in the nature of a continuous effort.

Future Activities Planned

A few of the projects under way have been sketched. What of the future efforts in behalf of meat? The need for expansion is evident. Meat-cutting demonstrations, printed literature, meat weeks, meat-cookery research, meat-cooking demonstrations, radio broadcasting, and other projects all have a big value in bringing home the message of meat. The heavy demands upon the board show nation-wide interest in the subject.

Never has there been a greater need or opportunity for expounding the virtues of meat. In this age of keen food competition, numberless foods are battling for a place in our stomachs—prunes and spaghetti, cranberries and spinach, postum and coffee, pineapples and sauerkraut. What a battle is on—a challenge for the live-stock and meat interests!

Meat is one of our best foods. It represents an industry gigantic in scope and of economic concern to every community. The oldest of our foods, its health values established; meat gives football men the punch to put over touch-downs and helps a man like José Carlos Zabala, of Argentina, to break the 10,000-meter record in the Olympics. In the every-day walks of life, meat gives to men and women the energy and vitality to carry on.

The National Live Stock and Meat Board is at the service of every division of the live-stock and meat industry. Working together, no goal we may set seems impossible of accomplishment.

ARIZONA HAS "BEEF MONTH"

NOVEMBER WAS "BEEF MONTH" IN ARIZONA. Uniting their forces in a mighty effort to restore the cattle industry to its historic position of eminence, through spreading the knowledge and stimulating the sale of its product, organizations and individuals in a four-weeks' drive carried the gospel of beef to the remotest corners of the state. While credit for the initiative in the movement goes to the Arizona Trade Developers' Association, enthusiastic support was forthcoming from the Arizona Cattle Growers' Association, the Tovrea Packing Company, and other industrial and civic bodies.

The campaign was ushered in by a barbecue on the grounds of the Tovrea Company at Phoenix on November 3, with about 2,000 beef-hungry citizens in attendance, among them 400 retail butchers from half a dozen counties, who returned home with a relish for savory roast beef properly cooked, and who may be regarded as future missionaries in the cause. Music was dispensed by the Union High School Band, community singing was indulged in, and speeches were made by merchants and stockmen, led by C. W. Peterson, former president of the Arizona Cattle Growers' Association, who stressed the need of continued co-operation if the goal which the promoters of the plan had set themselves were to be reached.

Posters, stickers, window streamers, cook-books by the thousand, and other material, all extolling the merits of beef, were contributed from the offices of the National Live Stock

and Meat Board at Chicago and displayed in meat stores throughout the state. Chambers of commerce and commercial firms added the legend "EAT BEEF—Delicious—Nutritious" to their stationery, the rubber stamps being supplied by the Cattle Growers' Association. Practically all the newspapers carried articles on the subject of beef.

Although it is yet too early to judge of permanent results, the campaign, entered into with so much zeal and carried on bravely to its conclusion, is believed to have been a complete success. If expectations are borne out, an example will have been set which the beef-minded citizens of other states might follow with profit.

FEED OUTLOOK

FEED SUPPLIES IN THE UNITED STATES FOR 1932-33 are larger than those for last season, with the increase in feed-grain and hay crops more than offsetting the prospective reduction in by-product feeds, says the Department of Agriculture. The total tonnage of feed-grain production is 14 per cent larger than last season and about 10 per cent in excess of the average (1924-28), according to October 1 estimates. In addition, large supplies of wheat are available for feed purposes. The hay crop is 11 per cent larger than last year's out-turn, but 7 per cent below average. Small feedstuff supplies are in prospect, owing to a reduced demand for the main products and smaller supplies of certain oil seeds, especially cottonseed.

Feed requirements, as indicated by animal numbers, are not materially different from a year ago. Price relationships between live stock and live-stock products and home-grown grains in surplus feed-producing areas are such as to encourage liberal feeding. Reduced purchasing power of farmers and feeders resulting from the low returns from 1932 agricultural operations, and liberal supplies of feed grains and wheat, are the principal factors limiting demand for straight and commercial mixed feeds. Freight rates remain relatively high compared with feed costs, and tend to limit normal movement of feed grains from surplus to deficit areas, and of feedstuffs from the points of production to those of consumption. As a result, numerous shifts in feeding practices are taking place, especially in deficit feed-grain producing areas.

MAKING CORN INTO MEAT

WITH A CORN CROP OF APPROXIMATELY THREE billion bushels, it will require a lot of live stock this year to consume the 85 per cent that is the common estimate of the bushels to be manufactured into meat, writes *Wood Brothers' Live Stock Market Digest*.

"Under ideal conditions, such as prevail at the various colleges of agriculture, and from which the following figures are gleaned, more meat per 100 pounds of corn is made than on the rank and file of farms. College figures are about as follows:

"Two-year-old steers will eat 700 pounds of corn and 400 pounds of hay to make 100 pounds gain.

"Calves, 500 pounds of corn and 300 pounds of hay.

"Lambs, 400 pounds of corn and a like amount of hay.

"Good pigs will make 100 pounds of pork on 450 pounds of corn, when supplemented with tankage or other high-protein feed.

"In farm practice, it is a right safe plan to figure five pounds of beef to the bushel of corn. With hogs following, there naturally will be some pork credit to be added.

"Although corn is plentiful and cheap, farmer-feeders this year are being asked by their financial backers not to overestimate the amount of available feed actually on hand. In view of this requirement, the above figures are timely."

HAY MEASUREMENT TABLES

AN EASY WAY OF MEASURING THE AMOUNT OF hay in a stack has been worked out by I. T. Stevens, of Harlowton, Montana, and published in copyrighted tables. The method, which has been amply tested in practice, conforms to accepted standards. Below we reproduce from the *Montana Stock Grower*, with Mr. Stevens' permission, the tables referring to alfalfa and wild hay.

To find the number of tons in a stack, multiply the key number by the length of the stack (in feet). For example: In the alfalfa table, if the "overthrow" (the distance from the ground on one side over the top, where the height is an average one, to the ground on the opposite side) is 40 feet, and the width is 20 feet, find the figure 40 in the "overthrow" (first) column and follow the line across to where the figure 20 appears in black type at the top of the column. The number there is 3906, which is the "key number." Suppose the length of the stack is 30 feet. Then multiply 3906 by 30, giving you 117180. Finally put a decimal point as many places from the right as there are figures in the key number—namely, four—and you have 11.7180, or 11.718, which is the number of tons of hay in your stack.

ROBERT J. KLEBERG, JR., ON LOCAL TAXATION

IN A COMMUNICATION ADDRESSED TO JOHN N. Garner, Speaker of the House of Representatives and, since the letter was written, elected to the office of Vice-President of the United States, Robert J. Kleberg, Jr., manager of the King Ranch, in southern Texas, discusses the economic condition of agriculture, with especial reference to local taxation. By way of background, Mr. Kleberg sketches the history of the ranch, with its more than a million acres, distributed over twelve counties, now "recognized as one of the most prosperous and fertile parts of the United States." He dwells upon the wide range of enterprises in which the King Estate is or has been interested, stating that these "could not help but give uncommon insight into the political, as well as business, problems of this section."

"A complete history of the ranch almost from the time this body of land came under the American flag discloses that every change in the progressive development of the country has been beneficial, except the constantly increasing and disproportionate burden of taxation, which is threaten-

TABLE FOR ALFALFA

(512 Cubic Feet = 1 Ton; Key Number × Length = Tons in Stack)

Over-throw	Width												
	12	13	14	15	16	17	18	19	20	21	22	23	24
30	2109	2158	2187	2197	2187	2158	2109						
31	2226	2285	2324	2343	2343	2324	2285	2226					
32	2343	2412	2460	2490	2500	2490	2460	2412	2343				
33	2460	2539	2597	2636	2656	2656	2636	2597	2539	2460			
34	2578	2666	2734	2783	2812	2822	2812	2783	2734	2666	2578		
35	2695	2792	2871	2929	2968	2988	2988	2968	2929	2871	2792	2695	
36	2812	2919	3007	3076	3125	3154	3164	3154	3125	3076	3007	2919	2812
37	2929	3046	3144	3222	3281	3320	3339	3339	3320	3281	3222	3144	3046
38	3046	3173	3281	3369	3437	3486	3515	3525	3515	3486	3437	3369	3281
39	3164	3300	3417	3515	3593	3652	3691	3710	3710	3691	3652	3593	3515
40	3281	3427	3554	3662	3750	3818	3867	3896	3906	3896	3867	3818	3750
41	3398	3554	3691	3808	3906	3984	4042	4082	4101	4101	4082	4042	3984
42	3515	3681	3828	3955	4062	4150	4218	4267	4296	4306	4296	4267	4218
43	3632	3808	3964	4101	4218	4316	4394	4453	4492	4511	4511	4492	4453
44	3759	3935	4101	4248	4375	4482	4570	4638	4687	4716	4702	4716	4687
45	3867	4062	4238	4394	4531	4648	4746	4824	4882	4921	4941	4941	4921
46	3984	4189	4375	4541	4687	4814	4921	5009	5078	5126	5156	5166	5156
47	4101	4316	4511	4687	4843	4980	5097	5195	5273	5332	5371	5390	5390
48	4218	4443	4648	4833	5000	5146	5273	5380	5468	5537	5585	5615	5625
49	4335	4570	4785	4980	5156	5312	5449	5566	5664	5742	5800	5839	5859
50	4453	4697	4921	5126	5312	5478	5625	5751	5859	5947	6015	6064	6093

TABLE FOR WILD HAY

(422 Cubic Feet = 1 Ton; Key Number × Length = Tons in Stack)

Over-throw	Width												
	12	13	14	15	16	17	18	19	20	21	22	23	24
30	2559	2618	2654	2665	2654	2618	2559						
31	2701	2772	2819	2843	2843	2819	2772	2701					
32	2843	2926	2985	3021	3033	3021	2985	2926	2843				
33	2985	3080	3151	3199	3222	3222	3199	3151	3080	2985			
34	3127	3234	3317	3376	3412	3424	3412	3376	3317	3234	3127		
35	3270	3388	3483	3554	3601	3625	3625	3601	3554	3483	3388	3270	
36	3412	3542	3649	3732	3791	3827	3838	3827	3791	3732	3649	3542	3412
37	3554	3696	3815	3909	3981	4028	4052	4052	4028	3981	3909	3815	3696
38	3696	3850	3981	4087	4170	4229	4265	4277	4265	4229	4170	4087	3981
39	3838	4004	4146	4265	4360	4431	4478	4502	4502	4478	4431	4360	4265
40	3981	4158	4312	4443	4549	4632	4691	4727	4739	4727	4691	4632	4549
41	4123	4312	4478	4620	4739	4834	4905	4952	4976	4976	4952	4905	4834
42	4265	4466	4644	4798	4928	5035	5118	5177	5213	5225	5213	5177	5118
43	4407	4620	4810	4976	5118	5236	5331	5402	5450	5473	5473	5450	5402
44	4549	4774	4976	5154	5308	5438	5545	5627	5687	5722	5734	5722	5687
45	4691	4928	5142	5331	5497	5639	5758	5853	5924	5971	5995	5995	5971
46	4834	5082	5308	5509	5687	5841	5971	6078	6161	6220	6255	6267	6255
47	4976	5326	5473	5687	5876	6042	6184	6303	6398	6469	6516	6540	6540
48	5118	5390	5639	5864	6066	6244	6398	6528	6635	6718	6777	6812	6824
49	5260	5545	5805	6042	6255	6445	6611	6753	6872	6966	7037	7085	7109
50	5402	5699	5971	6220	6445	6646	6824	6978	7109	7215	7298	7357	7393

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ing the very life of this institution as an agricultural project," writes Mr. Kleberg. "This condition prevails notwithstanding the fact that this ranch enjoys a more favorable tax situation than the average small agricultural industry. However, its annual local tax charges are much greater than its annual pay-roll expense. Small wonder that an astounding number of agricultural enterprises have been destroyed by the fixed charges against them in the form of excessive taxation! I firmly believe that the high fixed local taxes are in large measure at the root of our economic troubles."

Mr. Kleberg then goes on:

"Our present ad-valorem system of taxation was inaugurated to support a much simpler fabric of government, during the period before the days of the automobile and other mechanical devices. It was never designed or intended to be used to liquidate bonds issued for the purpose of constructing public highways and other modern public improvements. A profound human fact is that since the beginning of the present century we have doubled the capacity of the human hand to produce. In the face of this fact, no one can question the wisdom of constructing or placing in our country improvements such as highways and schools, to take advantage of the new order of things. But it is against the unsound methods of financing these improvements, and the wasteful manner of carrying them out, that I enter my solemn protest.

"The expense of government and its progressive enterprises has now reached such stupendous figures (approximately \$15,000,000,000 for the present year) that it becomes necessary to view our government costs, as a whole, from a business standpoint. If the government is to command the confidence of its own citizens and other nations, it must solve its problems in a sound and businesslike manner.

"When the crash came, in 1929, the gross receipts of the nation amounted to \$95,000,000,000, and the cost of maintaining the government was approximately \$14,000,000,000, or about 15 cents out of each gross dollar of income. One out of every seven wage-earners was supported by the government and six by private industry, with practically little enforced unemployment. At the present time gross receipts have been variously estimated at from \$35,000,000,000 to \$45,000,000,000, and the cost of government at approximately \$15,000,000,000, or from 35 to 45 cents out of each dollar of income; one out of seven being supported by the government, four by private industry, and two, without employment, being supported by what may be termed governmental or private doles. This very clearly shows the fallacy of attempting to replace private initiative with governmental enterprise.

"The unfortunate feature of our situation is that, consciously or unconsciously, the public has placed too great a burden on agriculture. As this burden has grown, many property-owners have contended that only bona-fide owners of real estate should have the right to vote upon bond issues. However, since property-owners comprise a minority of our voting public, that system would be as unfair as the prevailing one. Property-owners would undoubtedly hesitate to pass self-destructive measures, creating public improvements regardless of the necessity and benefits to accrue, and the welfare of the community would suffer in consequence. Since the public desires to decide, and should decide, what public enterprises to carry on, and the extent of them, the entire public should likewise share in all such expenditures. It would, therefore, seem fair to have the costs paid out of the gross receipts of the country.

"Agriculture has been in a very serious condition for a period of ten years; but, due to the tremendous wave of industrial development, and the stock-market speculation which followed, its condition was ignored. This disregard existed in spite of the fact that the before-mentioned development and speculation were unquestionably stimulated by the spending of the proceeds of bond issues for public improvements. These bonds were to a great extent issued against our most valuable asset—agricultural lands. I believe upward of \$50,000,000,000 in bonds have been issued in the last fifteen years. Following this, we have the spectacle of a country which has lost its surplus, undivided profits, and part of its capital endeavoring to recover its financial footing, only to awaken and find that its basic industry, agriculture, is so loaded with fixed charges that it is unable to produce anything at a net profit from which the country could build up to its former stability. Having

lost a great part of our accumulated wealth, the only source of new wealth must come from commodities produced from the soil. Unless this new wealth can be produced at a profit—or, in other words, unless unincumbered dollars, however few, can be produced from our farms and ranches—it is difficult to see how we can ever get back on a stable basis. At this time our greatest source of wealth remains in land values. If the fixed charges can to a large extent be taken off land, and land can thereby regain the dignity, from an investment standpoint, to which it is entitled, I feel sure that public confidence will be restored.

"I am sure that flexibility in taxation is absolutely essential to our modern civilization. This same flexibility or percentage of value should be applied to all forms of tariff, so that it would automatically adjust itself and not become ruinous during periods of depression. The tariff on cattle is illustrative of this fact. In 1929 a tariff of 2½ cents per pound was placed on all stocker cattle coming into this country. At that time cattle were selling at from 8 to 9 cents per pound, and the rate at the time was just and fair, taking into consideration, too, the cheaper cost of production in Mexico. Now that the price of live stock has gone down to 3 and 4 cents per pound, the effect of this tariff practically places an embargo on Canadian and Mexican cattle. It has had a retaliatory effect upon both countries. I have in mind the investments made by American citizens in Mexico, the profits of which have been coming back into this country, thus increasing the capital. Almost without exception, cattle were shipped back here for sale, making another source of tariff revenue, as well as the aforesaid increase in capital. I am sure that it was never intended completely to destroy the investments of these citizens and, in addition, this source of taxable wealth; but this very situation has come to pass.

"Most business expenses can be divided into four divisions: taxes, interest, supplies, and labor. All four of these should be as flexible as possible to meet rapidly changing economic conditions. In fact, the converse is true. If they are not flexible, they are likely to disturb economic conditions. Present governmental policies have a definite effect on the first three of these, and have placed them to a great extent out of the control of private enterprise. Their flexibility has thus been impaired to such an extent that the average business man, who sees his gross receipts drop and his profits disappear during times of economic depression, has practically only one way to reduce his overhead. First, he must cut down on labor—reduce the number of employees to the minimum, and reduce the wages of those remaining, if he hopes to survive. It is this very condition which causes so much unemployment, and it is directly chargeable to governmental interference with private enterprise. If it were possible to reduce all four divisions in proportion, labor cuts would still have to meet economic conditions, but undoubtedly less unemployment would prevail.

"The farmer, too, under such benefits, would no doubt be able to raise and dispose of the products of the farm at a profit; and under these conditions the industry would again become solvent. Just how far this would put us on the road to national prosperity could then be determined by the individual initiative of its citizens. It would seem fair, and be sound democratic policy, to have the entire cost of government paid by a general sales tax, the perfect form of which would be a tax on the gross receipts of the nation, to be known as 'gross receipts tax,' collectible by one set of local tax collectors, and such revenue to be distributed proportionately between the local, state, and national governments. I mean by this a percentage of everyone's gross receipts. This percentage, of course, would have to be acceptable to the voting public. Since each individual would have to bear a proportionate part of the general expense, he would be tremendously interested, not only in the benefits derived, but in the soundness of every expenditure. Our office-holders elected to administer these public funds would then be faced with the same problems that every business man has to meet, inasmuch as they would have to adjust public expenditures to fit changing economic conditions.

"I have pointed out as clearly as I can that the entire citizenship should pay its part of the progressive improvements which it demands and for which it votes. I have also done my best to show that interest rates and volume of credit should be made as flexible as possible to meet changing conditions.

"If democracy is to be made safe in this country, it

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will come through each voter's paying his proportionate part for the necessary and beneficial improvements which he demands. At the same time he should insist that the government foster private enterprise and do not compete with it. This is democracy.

"In conclusion, since it is generally admitted that too large a part of the burden of local taxation for the past ten years has been borne by our farms, ranches, and railroads, thereby causing these industries to borrow vast sums of money at high rates of interest, bringing these basic and essential industries to the verge of bankruptcy, it is clear that that portion of the burden of taxation which has been unfairly placed upon these industries should be lifted, and the farmer and ranchman and railroads should be given the privilege of cheap money (not over 3½ per cent) for a period of ten years, so that they may repair the injury done by a well-meaning public which did not clearly understand the great revolution of the past few years resulting from modern scientific and industrial development."

INSTITUTE OF AMERICAN MEAT PACKERS

THE TWENTY-SEVENTH ANNUAL CONVENTION of the Institute of American Meat Packers was held at the Drake Hotel, Chicago, November 11-15, 1932. According to tradition, the first three days were given over to sectional meetings and registration, the convention proper not getting under way until November 14.

John W. Rath, of the Rath Packing Company, Waterloo, Iowa, chairman of the board, in opening the formal program, called attention to the great strides that have been made in co-operation among packers since the organization of the institute more than a quarter-century ago, and to the part played by the industry during the past three years of economic depression. He pointed to the adjustment of production of live stock to consumer demand, more orderly marketing, better selling and distribution methods, and enlargement of the market for meat food products as the most pressing needs of the present day. James G. Cownie, of the Jacob Dold Packing Company, Buffalo, New York, characterized the habit of letting by-products pay the costs and earn the profits in the packing business as an unreliable one, especially in these times when by-products are a liability instead of an asset.

"Business and the Law" was the subject of Rush C. Butler, chairman of the Committee on Commerce of the American Bar Association, who reviewed the development of government trade regulation. H. Peter Henschien, packing-house architect, spoke on "Progress in Construction and Equipment of Meat Plants." He was followed by Wm. Whitfield Woods, president of the institute, who dealt with "Experiments in Merchandising," saying that, if a word from the packer could change the low cost of live stock, that word would gladly be spoken. Steps are now being taken to make cost-finding methods more uniform, in the hope of helping wipe out the wide ranges in cost which have such an upsetting influence on the market. J. M. Chaplin, comptroller of Swift & Co., discussed "Conserving Paper Profits," and Oscar G. Mayer, former president of the institute, addressed the convention on "Experiments in Industrial Self-Regulation."

The first paper on November 15 was read by Arthur D. White, advertising and public relations director of Swift & Co., who described "What the Live-Stock and Meat Industry Is Planning for the World's Fair." The superiority of lard as a shortening was emphasized by Dr. W. Lee Davis, director of the Department of Scientific Research of the institute; Miss Jennie D. Fisher, research chemist; and H. S. Mitchell, of Swift & Co. "How to Select Profitable Customers" was explained by Howard C. Green, director of the

Institute of Meat Packing at the University of Chicago, who based his conclusions on the results of a study of changes in retail accounts over a five-year period. C. A. Burmeister, of the Bureau of Agricultural Economics, traced "The Hog Situation and Outlook for the Year Beginning October 1, 1932," predicting that hog supplies would not be excessive for normal conditions.

"The General Live-Stock Situation" was the topic of F. E. Mollin, secretary of the American National Live Stock Association, who ascribed the steady decline in meat consumption largely to archaic merchandising methods, and urged packers and retailers to increase their advertising for the benefit of the whole industry. He mentioned the need for adequate tariff protection against foreign fats and oils, which to a great extent have replaced the domestic product in the manufacture of margarines, and recommended the passage of state legislation in line with the Kleberg bill now pending in Congress. On the subject of transportation, he stated that withdrawal of the reconsignment privilege would add to the producer's freight charges, already prohibitive, and held that it should be the united aim of the industry to keep costs as low as possible. The last address of the occasion was given by Martin Cooke, of Hoboken, New Jersey, who discoursed on "Selling Meat at Retail."

Wm. Whitfield Woods was re-elected president of the institute, and John W. Rath was again made chairman of the board.

FARM BODIES ANNOUNCE POLICIES

FIRST AMONG THE GENERAL FARM ORGANIZATIONS to formulate a definite relief program for submission to Congress was the National Farmers' Union, in convention at Omaha last month. Legislation demanded included the following:

Inflation of currency through remonetization of silver and free coinage at 16 to 1;

Retroactive government refinancing of farm mortgages at low rates of interest;

Amendment of Agricultural Marketing Act to secure cost of production on that part of farm commodities consumed at home;

Licensing of all dealers in agricultural products;

Balanced budget through reduction in government expenses, with moratorium on all private and public debts at low rate of interest;

"Careful consideration" of farmers'-holiday movement;

Graduated federal income tax, with percentage returned to states;

Inheritance tax, limiting inheritances to \$500,000;

State laws exempting small farms and homes from all taxes except improvement taxes;

Co-operative pooling of mineral reserves;

Readjustment of live-stock rates, involving reshipping and sorting.

John A. Simpson, of Oklahoma, was re-elected president without opposition; H. G. Keeney, of Omaha, was again named vice-president, and E. E. Kennedy, of Kankakee, Illinois, secretary-treasurer.

On November 16-25 the National Grange met at Winston-Salem, North Carolina. The principles of the organization, less radical than those of the Farmers' Union, were outlined by National Master Louis J. Taber, as follows:

Amendment of Agricultural Marketing Act to provide adequate machinery to deal with surplus problem and raise farm prices;

Monetary stabilization to make an "honest dollar" mean exactly that, to debtor and creditor alike, and inflation of currency sufficient to raise commodity values to 1926 level;

Credit machinery to prevent foreclosures, to reduce interest charges, and to give the farmer a chance to keep his home;

Reduction of cost of government—national, state, and local—and lightening of tax burden on real estate;

Uniform state laws regulating motor vehicles.

While Mr. Taber still prefers the export-debenture plan, he said he was willing to accept any other method that will make the tariff effective on commodities consumed at home. He was opposed to a general moratorium.

The third of the "big three," the American Farm Bureau Federation, met in Chicago on December 5—the day Congress convened—for a three-day session, at which a complete legislative program was expected to be presented.

RESOLUTIONS OF CALIFORNIA WOOL-GROWERS

AT THE CONVENTION OF THE CALIFORNIA WOOL Growers' Association in San Francisco on November 17 and 18, 1932, W. Hugh Baber, of Chico, was re-elected president, and Douglas H. Prior, of Blocksburg, vice-president.

In the resolutions passed, an appeal was made to the incoming national administration to maintain the present duties on live stock, meats, and agricultural products generally. Inclusion of the privilege of change of ownership and reconsignment in all through freight rates was requested. A reduction in freight rates on intrastate shipments was advocated. Lower feed charges at stock-yards were asked, as well as a decrease of at least 3 cents per head in yardage charges on sheep. Killing and selling the carcasses of sheep and lambs at country or city points on a commission basis was opposed. Modification of the Consent Decree was favored, giving the national packers the right to deal in all food products and to engage in meat-retailing. Co-operation of producers with the Pacific Live Stock and Meat Institute by contributing \$1 per car on cattle and 50 cents per deck on sheep was recommended. In order to restore a proper balance between production costs and commodity prices, it was urged that all taxes, land rentals, and commission charges be brought down to the 1914 level. The "Eat More Lamb" project was indorsed. It was asked that sheep be permitted to graze on cut-over and burned-over areas on the national forests. Numerous resolutions bearing on credits for the industry were adopted.

ARIZONA ASSOCIATION OPPOSES COLTON MEASURE

OPPPOSITION TO THAT PART OF THE COLTON BILL (H. R. 11816), now pending in Congress, which provides for the administration of the remaining public domain by the Department of the Interior, was reiterated in a resolution passed by the Public Lands Committee of the Arizona Cattle Growers' Association at a meeting held in Phoenix on November 10, 1932. In the opinion of the committee, such a procedure "would, for some time at least, prevent the turning-over of the public lands to the states, and, furthermore, would create a new government bureau, at considerable expense to the taxpayers, requiring the stockmen who are at present grazing on the forests and the public lands to deal with two bureaus instead of one."

Reference was made to a resolution adopted at a meeting

on March 23 of this year, in which the committee placed the association on record as favoring the proposal that the government immediately grant to the states title to the remaining public lands, "without reservation or restriction on account of the character thereof." This position was reaffirmed.

The repeal of the 640-Acre Grazing Homestead Act and the 320-Acre Enlarged Homestead Act, also provided for in the Colton bill, was indorsed.

Members of the Public Lands Committee are Thomas M. Peters (chairman), Wayne Thornburg, Henry G. Boice, J. C. Kinney, J. M. Smith, and J. M. Cartwright, the latter president of the Arizona Cattle Growers' Association.

LAND USE COMMITTEES URGE PROTECTION OF PUBLIC RANGE

IMMEDIATE FEDERAL REGULATION OF GRAZING on the unreserved public domain of the West, in order to check overgrazing, erosion, and damage to watersheds and irrigation districts, was advocated by the National Advisory and Legislative Committee on Land Use and the National Land Use Planning Committee at a four-day session in Washington, November 10-13. The principles embodied in the Colton bill for the protection of these lands were approved.

A committee of thirty-five experts, familiar with public-land problems, under the chairmanship of Dr. James T. Jardine, chief of the Office of Experiment Stations, submitted a report emphasizing that any plan adopted for the prevention of further deterioration of the public range, whether under federal or state control, should aim at the maintenance and development of the live-stock industry, and promote improvement in the grazing resources through establishment of proper grazing seasons, prevention of overstocking, water development, fencing, and proper handling of live stock.

CATTLE-GROWERS IN NORTHEASTERN NEW MEXICO ORGANIZE

CATTLE-GROWERS IN UNION COUNTY, IN THE northeastern corner of New Mexico, have formed an organization, under the name of the Mile-High Hereford Breeders' Association of Northeastern New Mexico. The objects of the organization are to improve the quality of the cattle produced in Union County and such other territory as may be included, to broaden the market for good feeders, and to promote more feeding of live stock within the region. John Otto, of Clayton, is serving as temporary president.

THE CALENDAR

- January 6-12, 1933—Ogden Live Stock Show, Ogden, Utah.
- January 12-14, 1933—Thirty-sixth Annual Convention of American National Live Stock Association, Ogden, Utah.
- January 14-21, 1933—National Western Stock Show, Denver, Colo.
- January 17, 1933—Meeting of Executive Committee of Colorado Stock Growers' and Feeders' Association, Denver, Colo.
- March 3-9, 1933—Houston Fat Stock Show, Houston, Tex.
- March 6-8, 1933—San Angelo Fat Stock Show, San Angelo, Tex.
- March 11-19, 1933—Southwestern Exposition and Fat Stock Show, Fort Worth, Tex.
- March 14-16, 1933—Fifty-seventh Annual Convention of Texas and Southwestern Cattle Raisers' Association, Fort Worth, Tex.

THE PRODUCER

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Volume XIV DECEMBER, 1932 Number 7

THE OGDEN CONVENTION

EVERYTHING IS SET FOR THE THIRTY-sixth Annual Convention of the American National Live Stock Association at Ogden, Utah, January 12-14, 1933. This progressive city, located in the heart of the intermountain territory, is getting ready to entertain the visiting stockmen in a manner befitting the occasion and worthy of its best traditions of hospitality.

Meeting under conditions as depressing, perhaps, as any the live-stock industry has ever faced, it would be but natural if members hesitated to incur the expense of a long trip to Ogden. To such we would say, as we have said so often before: In times like the present it is doubly essential that our front be not weakened, and that our opponents be not encouraged by the least signs of faltering on our part. When the financial craft is shipwrecked, and everybody is floundering in the sea of common disaster, the tendency of everyone is to save himself by grasping hold of the leg of his fellow. There are battles ahead that will tax all our resources to the utmost. If necessary, stretch a point or two to attend, regarding this as the most urgent present call upon your pocket-book. The Association needs the benefit of your counsel in mapping out its campaign during the coming year.

In our November issue we enumerated the principal subjects on which action should be taken at this important session. The following is a summary:

Financing the Association—It is imperative that steps be taken to place our budget on a sound footing, that expenses may be held at the minimum, and yet that work of the utmost significance to the industry may not be neglected.

Transportation Charges—An important hearing is now in progress at Excelsior Springs, Missouri, relative to the restoration of the reconsignment privilege—one of the most important matters that have confronted the industry in years. Mr. Blaine is in attendance at this hearing. There will be a hearing in January at Denver, at which many witnesses will testify for the Association. There are indications that much legislation adverse to trucks will be introduced in Congress and in various state legislatures. The Association should not oppose any necessary regulation of the trucks, but should help to prevent legislation that will drive them from the highways.

Accreditation of Range Herds—During the past year, at our request, a study of packing-house records was initiated by the Bureau of Animal Industry to determine the practicability of tracing infected animals and accrediting range herds as tuberculosis-free from these records. The Bureau of Animal Industry has just consented to extend this work to other markets, and the United States Live Stock Sanitary Association has likewise urged a continuance of this study. The Association will continue to urge the practicability and economy of this method of accrediting range herds, and the Ogden convention should adopt a definite plan covering the matter, to be approved by live-stock organizations and sanitary officials of the various western states, and later submitted to the Bureau of Animal Industry and the United States Live Stock Sanitary Association for official adoption.

Imports of Fats and Oils—The narrowing outlet for our home-produced surplus fats, due to excessive and increasing importations of cheap foreign fats and oils, many of which come in duty-free, is proving disastrous to our live-stock and cotton industries, and should be speedily remedied through appropriate legislation.

Economy in Government—Consolidation of various units within the Department of Agriculture, in the interest of both economy and efficiency, is urgently required.

Tariff—The gain made by agriculture in obtaining equality of treatment with manufacturing industries under the present Tariff Act should not be jeopardized. Although President-elect Roosevelt has stated that he has "consistently stood for a policy of tariff protection that will insure the domestic market for our American farmers," thus relieving some apprehension, there can be little doubt that the whole subject of the tariff will be aired by the new Congress. We should be on guard lest the duties on live animals, meats, and wool be not reduced. As to hides, a substantial increase should be sought. This will involve an expensive representation at Washington.

Commission and Yardage Rates—As a result of the efforts of the Association, commission rates have been lowered at most of the principal markets. Similar success has not attended our endeavors to have yardage charges reduced. This effort should be continued.

Grazing Fees—An urgent appeal has been made by grazing permittees on national forests to have the 50 per cent

reduction, granted by the Forest Service for 1932, extended for next year. Besides, consideration must now be given to the matter of negotiating new ten-year permits for the period beginning in 1935. These permits should be on a substantially lower basis. Suggestion has been made that a joint committee from our Association and the National Wool Growers' Association be appointed to conduct such negotiations.

These are only some of the weighty problems with which the convention will have to deal. Other important subjects will come up for discussion during the session.

As this number of THE PRODUCER goes to press fully a month ahead of the convention date, it is impossible here to publish a detailed list of speakers. An attempt is, however, being made to get up an attractive program, with authorities on the various topics, some of them of national reputation, presenting papers. A feature which should appeal to women visitors is a meat-cooking demonstration by Miss Inez Willson, of the National Live Stock and Meat Board, Chicago.

We urge all those who can so arrange their trip to come to Ogden on January 11. This will afford opportunity to attend preliminary conferences; to see the Ogden Live Stock Show, where January 11 has been proclaimed American National Live Stock Association Day; and to "sit in" at the combination Ogden Show-American National banquet on the evening of the 11th.

Railroad Rates

An open rate of fare and one-third for the round trip has been granted by the Transcontinental, Western, and Southwestern Passenger Associations from points in all states west of the Missouri River, except North Dakota. Dates of sale, January 8-13; return limit, January 17, except on tickets bought in Arkansas, Louisiana, and Texas (excluding El Paso), on which the sale dates are January 7-12, and return limit, January 18. Consult your local ticket agent.

Hotel Reservations

Full information as to rates at the headquarters hotel, The Bigelow, was published in the November PRODUCER. There are several first-class hotels in Ogden. Read their advertisements in this issue.

LABOR ELEMENT IN TRANSPORTATION

THE RAILROAD PROBLEM CONTINUES TO engross the attention of the public. A great deal is being said about the urgency of amending present laws so as to reduce regulation and permit the railroads to make rate adjustments whenever deemed necessary. From the hue and cry being raised, one would think it is the Interstate Commerce

Commission that is responsible for the outrageously high transportation charges with which the shipper has for years been burdened, and that the railroads have pleaded in vain for permission to lower them. Whoever has followed the tortuous course of any of the recent general rate investigations, and has seen the experts of the railroads fight to the last ditch to maintain charges at the highest possible level, knows better.

No other factor in the railroad problem is of equal interest to labor. Labor is the human element, and the enforced idleness of hundreds of thousands of the best-paid working-men in the country is of national concern. According to the *Monthly Labor Review* of the Bureau of Labor Statistics, using the year 1926 as 100 in the index number of employment on Class I steam railroads, the figure for 1928 was 92.9; for 1929, 93.3; for 1930, 83.5; for 1931, 70.6; and for the first seven months of 1932, 59.4. The seriousness of the situation is better realized when it is pointed out that the average number of employees for Class I railroads in 1926 was 1,779,275, while that of all operating carriers was 1,821,804. That would indicate that there are some seven hundred thousand railroad men unemployed at this time.

The extent to which motor transportation has taken up this slack in employment cannot be definitely ascertained. The total registration of passenger-cars and trucks combined increased from 22,001,393 in 1926 to 26,523,779 in 1930, or 20 per cent; that of trucks alone, from 2,764,222 in 1926 to 3,480,939 in 1930, or 26 per cent. While there is no division between farm and commercial trucks in the records available, it is apparent that the increase of seven hundred thousand in the number of trucks between 1926 and 1930 must have furnished employment to a great many men in the commercial field.

Even if such a course were advisable, it is not correct to assume that the crippling of the trucks through burdensome taxation and regulation would restore jobs for all the unemployed railroad men, as soon as the depression is over. There is a third factor, aside from trucks and the depression, that has reduced railroad tonnage, and that is high rates, which have actually destroyed a great amount of tonnage. Industry of all kinds has been forced to make adjustments to reduce transportation costs. Manufacturing plants are being located with an eye to the least possible movement of both the raw material and the finished product. Decentralization is going on in the packing business. Feeder cattle and sheep are moving direct from breeder to feeder in unprecedented volume.

The developments of the past five years in the field of transportation indicate that a return to the conditions obtaining before the entry of the com-

mercial truck is out of the question, and that many of the unemployed railroad men will have to enter other fields of endeavor. In this case, as in many others, the welfare of one group must yield to that of all. The future offers hope to the shipping and moving public, *if they carefully safeguard their interests*. There will be competition that should hold rates to a more reasonable level; there will be improvements in both equipment and service. It is the motor vehicle that has made this possible, if it has brought abrupt changes in the field of transportation labor. Cuss it when it annoys you on the highways, but remember that it is working for you all the time!

DESTRUCTIVE COMPETITION OF FOREIGN OILS

FOR MANY YEARS THE MAJOR INTEREST of the live-stock industry in the general matter of fats and oils centered on oleomargarine legislation. So long as the dairy industry confined its efforts to securing legislation that prevented fraud in the sale of oleomargarine as butter, the live-stock industry largely remained neutral. However, when the dairy industry, encouraged by its early successes, pressed on for additional legislation, that set up ridiculous color limits, heavy taxes and license fees, prohibitions against the use of margarine in public institutions or its purchase by various departments of the government—in short, when the dairy industry strove to prevent the manufacture and sale of this commodity altogether—it became necessary to enter the field in defense of the right of a domestic product of unquestioned nutritive value to a fair share of the domestic market.

In recent years the matter has been complicated by the increasing substitution of foreign oils—particularly coconut oil—for all kinds of domestic fats and oils in many different uses. These imports now amount to more than a billion pounds a year, of which about half is coconut oil. They usurp the rightful place of oleo oil, cottonseed oil, and neutral lard in oleomargarine and cooking compounds; they offer serious competition to butter in the candy and bakery trades, and in the dipping of nuts; they crowd out lower-priced fats in the fields of soap-making, etc. Indirectly they are a threat against the meat industry itself.

With the declining outlet for our surplus fats, due to increasing production abroad, the fats-and-oils problem has become one of the major ones confronting American agriculture. It cannot compete on even terms with nature in the tropics, where heat and sunlight are free and plentiful, and native labor almost free, according to our standards. And

these are the major requisites for producing coconut oil. One of the first steps necessary in the rehabilitation of American agriculture is protection against this increasing flood of foreign oils. A substantial tariff, plus legislation freeing the Philippines, is indicated as the first step needed. In addition, the Kleberg bill should be passed, placing a tax of ten cents a pound on all oleomargarine not made entirely from domestic fats and oils, thus restoring to live-stock and cotton-oil producers a market for some 200,000,000 pounds of oil annually.

This is no time for a continuance of the futile internecine war between the dairy industry and the live-stock industry over oleomargarine legislation. There is no room in this country for laws taxing one domestic industry for the benefit of another, but there is room for laws that will protect all domestic producers against the foreign invader. The extent to which the various branches of agriculture unite in this common battle, instead of wasting their ammunition on each other, will determine the measure of their success.

FARM INCOMES MUCH REDUCED

GROSS INCOME FROM FARM PRODUCTION IN 1932 is tentatively estimated at \$5,240,000,000 by the Bureau of Agricultural Economics. By comparison, gross income in 1931 was placed at \$6,955,000,000, in 1930 at \$9,403,000,000, and in 1929 at \$11,950,000,000. Of the loss this year the live-stock industry sustained the major part, showing a return of only \$2,958,000,000, against \$4,191,000,000 for 1931.

The below tables show gross incomes for 1932 (preliminary) and 1931 in more detail:

	1932	1931
Live stock and live-stock products—		
Cattle, hogs, and sheep.....	\$1,122,000,000	\$1,688,000,000
Poultry and eggs.....	608,000,000	812,000,000
Dairy products	1,180,000,000	1,617,000,000
Wool	30,000,000	50,000,000
Other	18,000,000	24,000,000
Total live stock	\$2,958,000,000	\$4,191,000,000
Crops—		
Grains	\$ 391,000,000	\$ 465,000,000
Fruits and nuts	397,000,000	476,000,000
Vegetables	632,000,000	736,000,000
Sugar crops	67,000,000	69,000,000
Cotton and cottonseed.....	397,000,000	529,000,000
Tobacco	130,000,000	156,000,000
Other	268,000,000	333,000,000
Total crops	\$2,282,000,000	\$2,764,000,000
Total live stock and crops	\$5,240,000,000	\$6,955,000,000

In 1931, with a gross farm income of \$6,955,000,000, total operators' expenditures were estimated at \$4,811,000,000 (\$2,175,000,000 for operating costs, \$838,000,000 for wages to hired labor, \$456,000,000 for taxes—exclusive of dwellings, \$650,000,000 for interest, and \$692,000,000 for rent), leaving a balance of \$2,144,000,000 available for capital, labor, and management, or \$342 per farm. In 1930 there was a balance per farm of \$566, and in 1929 one of \$847. Figures for 1932 will not be ready until some time next year.

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AT THE HOLE

HAZLETT NEW HEREFORD PRESIDENT

BY UNANIMOUS VOTE, ROBERT H. HAZLETT, OF Eldorado, Kansas, was elected president of the American Hereford Cattle Breeders' Association at the Golden Jubilee held in Kansas City, November 12-19, in connection with the American Royal Live Stock Show. He succeeds Charles D. Carey, of Cheyenne, Wyoming, first vice-president of the American National Live Stock Association and chairman of the National Live Stock and Meat Board. Herbert Chandler, of Baker, Oregon, was elected vice-president.

Two hundred and seventeen exhibitors, exclusive of boys, so the and girls, had breeding cattle at the fiftieth anniversary show, Secretary R. J. Kinzer reported. The total number of breeding cattle exhibited was 4,670. During the year, 271 new members had joined the association, and 89,209 Herefords were recorded.

SPREAD OF CORN-BORER RETARDED

UNFAVORABLE WEATHER CONDITIONS DURING the past season retarded the spread of the European corn borer.

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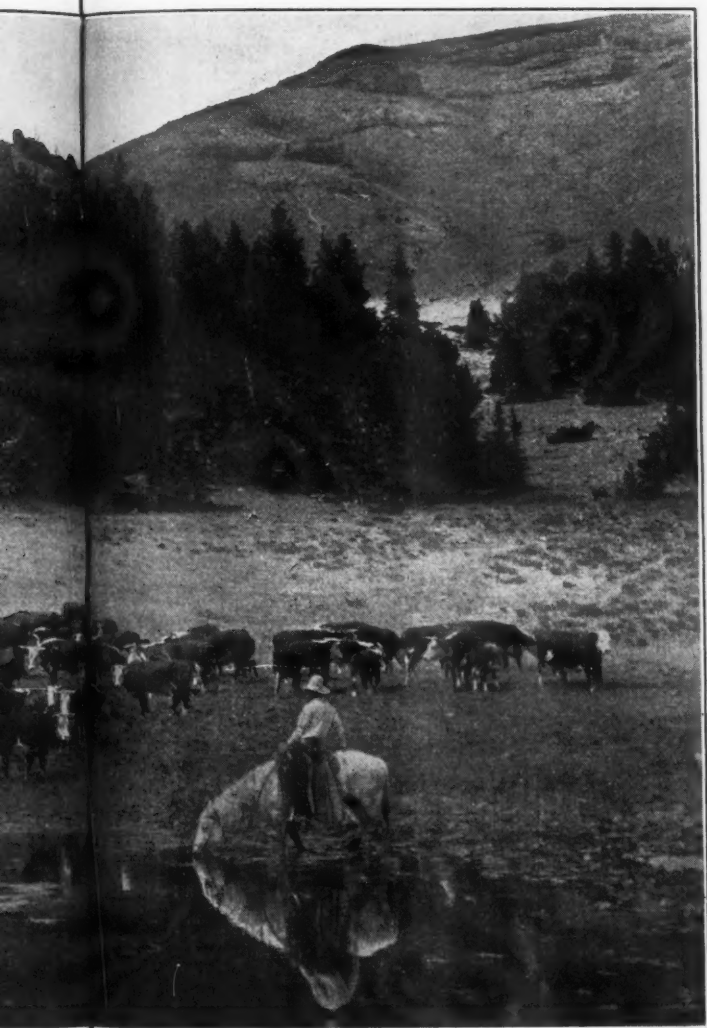


Photo by C. J. Belden, Pitchfork, Wyo.

AT THE HOLE

ive of borer, so that little new territory was added to that previously
ersary shodest, reports the Department of Agriculture. The western
of breeding of the invaded area is now in Wisconsin, and the domain
ew memb occupied by the borer extends from the corn-growing sections
ere recor Canada on the north to Kentucky, Virginia, and Maryland on
south.

ED Hope of complete eradication of the pest has now generally
en abandoned, and it is being realized that agriculture in the
RING The Belt will have to adjust itself to this imported enemy.
opean co special types of implements with which farmers can clean up their

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fields, deep plowing, and burning of all remaining stalks in the autumn, so as to deprive the larvæ of their winter refuges, will help keep the borer in check and reduce the damage caused by it to the minimum. And that seems about all that can be done.

Meat-Packing in Canada

In value of production, slaughtering and meat-packing rank second among Canadian industries, and first in cost of materials used. The output of the industry in 1931 was valued at \$117,596,697, compared with \$164,029,953 in 1930.

THE STOCKMEN'S EXCHANGE

RANGE MANAGEMENT ON NATIONAL FORESTS OF SOUTHWEST

ALBUQUERQUE, N. M., November 23, 1932.

TO THE PRODUCER:

From time to time I have noticed in your columns letters bearing on national-forest grazing policies and practices, and it has occurred to me that your readers might be interested in an authoritative statement of some of the more recent developments in national-forest range practice in the Southwestern Region, comprising the national forests of New Mexico and of Arizona south of the Colorado River.

Until the past several years, a large part of the national-forest range in this region was in community allotments; that is, several grazing permittees were assigned to a given range area, and the stock of the different permittees mixed on the range. There was no exclusive sheep range, and where sheep were permitted they used the range in common with cattle. Some twenty years of operation under that system proved unsatisfactory, both to the permittees and to the Forest Service. It was unsatisfactory to the stockmen primarily because it prevented the more progressive owners from obtaining full benefits from the use of good bulls, from the salt they put on the range, and from their water developments and other range improvements. Individual permittees or groups of permittees often worked the range independently of one another—a practice more or less detrimental to range and stock alike, because all the range had to be worked, with consequent undue interference with normal grazing habits. Also, under the community system, if a permittee desired to stock lightly for a while in order to improve range conditions, or to reserve a part of the forage to provide for drought periods or for use during certain critical periods of the year, such as early spring or round-up and holding time, he had no assurance that stock of other permittees on the allotment would not utilize the feed he was attempting to reserve for use during times of greatest need. In short, the system prevented the more progressive stockman from deriving the full benefits of those improved live-stock and range-management methods which would give him the best returns from his outfit. The system was unsatisfactory to the Forest Service primarily because it resulted in improper use of the range by largely preventing those permittees who desired to do so from practicing conservative stocking, proper seasonal use, even distribution of their stock, and other features of good range management. Also, it made it difficult to place responsibility for unsatisfactory conditions upon the persons actually to blame; and, on the other hand, it prevented the Service from giving the co-operative progressive range manager the credit and benefits to which he was justly entitled.

Because of the above-stated conditions, and to meet the requests of a large majority of the forest permittees, this region has during the past seven or eight years, in co-operation with the permittees, carried through an effective divi-

sion of the range into individual allotments, except where such division was clearly impracticable. In the case of cattle, the boundaries of the new allotments have been fenced to make them effective. In the case of previous dual-use ranges, sheep and cattle have been separated by fences. Allotment lines between sheep-owners have been carefully established and rigidly observed. Also, for the period of the term permits, which do not expire until the end of the 1934 grazing year, it was made clear to the individual allotment-holder that reductions in stock or other adjustments in management would be determined by the needs of the particular allotment concerned, and that benefits derived from improved range management would accrue to the existing users.

The individual-allotment system, as above described, has now been in effect on large areas of some forests in the region for five years or more, and unquestionably represents a big improvement over the old, more or less common-use system. Forest permittees, with few exceptions, are much in favor of continuing the present system. About the only dissatisfied ones are those individuals whom the individual-allotment plan has deprived of the benefits of the other fellow's improved live-stock and range-management practices.

As an essential part of the plan to improve the management of the forest ranges, this region has supplemented its all-around administrative personnel by a limited corps of specially trained grazing men who assist the regular administrative force in handling the grazing work. Some of these men obtained their early training through actual experience on the range, and others are college graduates trained in the sciences of botany, geology, and animal husbandry. A few are college-trained ranchers. In all cases, these men have acquired years of additional experience in Forest Service work under capable direction. They spend practically all their time either on the range in connection with grazing surveys, range studies, range management, and range inspection, or in compilations on which range-management plans are developed in co-operation with the regular administrative officers and the local stockmen.

One feature of range management generally advocated by the Forest Service, and which has been received by the stockmen in all degrees from bitter opposition to hearty approval, is the systematic salting of cattle ranges. The system advocated by the Service was not developed by it, but, like many other improved range-management practices, was taken from the operations of practical stockmen throughout the open ranges of the West. The Forest Service thoroughly studied the results of the different salting methods in vogue, and was satisfied of the benefits to range and stock, before it adopted the one that it is now seeking to have practiced on forest ranges. That plan is based upon two fundamental facts: (1) cattle require salt for their best growth, development, and health; and (2) cattle crave salt and will travel long distances for it. Because of the second stated fact, the movements of cattle on the range can be

GREETINGS

to the Cattlemen
of the West!

Thos. E. Wilson

-
- Our sincere wish is for a successful meeting of the American National Live Stock Association at Ogden
-



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controlled to a large extent by the place and time at which salt is made available to them. Control of the movements of cattle is necessary, especially to obtain proper seasonal use and uniform distribution over the range. Many stockmen are of the opinion that cattle naturally drift seasonally, as they should for the best use of the range. It is true that there often is a natural seasonal drift, but careful study has shown that, more often than not, the drift is detrimental to the range. The reason is that cattle often drift to an area as soon as the grass begins to green up. Long-period experiences, supplemented by painstaking research, have shown that grazing, when the plants are in that early stage of development, is detrimental alike to the stock and to the range plants themselves. The question of too-early use is a story in itself, and an interesting one.

The uniform distribution of stock over the range, with consequent even utilization of the forage, is a fundamental of good range management. It is known, of course, that absolute uniformity in use of the feed cannot be obtained, but the sustained carrying capacity of the range depends upon the amount of forage properly utilized. To have a given amount of forage on an allotment with part too heavily used and some not used at all is injurious to the overused part and does not obtain the highest value from the range feed as a whole. The plan, then, is to have salt available for cattle on the range where the feed is and at the time it should be used. The use of the term "salt away from water" probably was unfortunate, because misleading. The objective is not to separate salt and water, but rather to put salt on the part of the range where it is desired to have the stock graze, in order to draw the cattle there to utilize the forage, and at the same time relieve other areas that would otherwise be overused. There are areas on all mountainous cattle ranges where, because of the presence of water, relatively easy topography, smooth surface, soft ground, choice feed, natural passes, trails, etc., cattle graze in preference to other parts where a number of those favorable factors are absent. To put salt in such places adds to the factors already favorable to cattle. On the other hand, if salt is put where several of those factors are absent, it adds a very important and effective inducement to cattle to use those parts of the range, and tends to equalize the appeal to cattle of the different parts of the allotment, thereby causing more uniform distribution of the stock and more even utilization of the forage on all parts of the unit. The above is not theory. It has been proved on hundreds of ranges, and, as previously stated, the method was developed by practical stockmen and adopted by the Forest Service only after the results had been determined beyond all question of doubt.

Stockmen who have tried the distribution of salt on the range, as above outlined, agree that it helps in the control and distribution of the cattle. However, some stockmen claim that the wider distribution of their cattle reduces the calf crop. That is a factor which is not absolutely established, so far as known. We have studies under way now through which we hope to determine what effect, if any, salt distribution on the range has upon the calf crop. But, in any event, stockmen in general agree that the better distribution and other control of the movements of the cattle obtained through distributed salt are good for the range, increase its carrying capacity, and provide more and better feed for their stock, and that the practice results in a net profit, even though to offset any possible reduction in calf crop might require more bulls on the range, or a modification of the salting practice so that the salt would be distributed during all the year, except during the breeding season.

This letter does not attempt to cover the entire field of range management as it is being worked out on the national forests. It does attempt to deal with a number of features that have in the past been criticized and misunderstood. Whatever progress is being recorded in national-forest range management in the Southwest has been the product of close co-operation and contact between the local administrative force, including the special range men, and the range-users. The individual-allotment approach, which in this region could be effectively secured only by some 3,500 miles of recent fencing, has brought into play the powerful human element of self-interest to an extent impossible where common use of range was the rule rather than the exception, and, in combination with the adoption of better and more conservative range practices, has resulted in steadily improved forest ranges and better-satisfied range permittees.

FRANK C. W. POOLER,
National Forester.

NEWS FROM HIGHLAND COUNTRY

MARFA, TEX., November 18, 1932.

TO THE PRODUCER:

Steer calves from the Highland country continue to move out in regular order. About 80 per cent of them have been sold and shipped to Corn Belt feeders. Heifer calves are not selling very fast, however. A considerable number of the good ones have been sold as feeders, and some for breeding purposes. Cull-cow sales are also dragging. Due to the fine rains we have had this fall, and the abundance of fine grama grass which covers our ranges, we do not have to sacrifice our heifer calves and cull cows, but are in a position to hold them, if necessary. The good range conditions have also added weight to the calves. Feeders wanted heavy calves this year; so everyone is happy.

Prices have held up in the Highland territory. Steer calves have been averaging around 6 cents per pound, and heifer calves around 5 cents, f. o. b. Marfa or other shipping points. Some dry breeding cows have been sold at \$45, and yearling heifers at \$35. Ranchers are selling wet cull cows at about 2 cents per pound. As usual, our feeder calves have been going direct to feeders.

Weather conditions in the Highland country have been normal, with moderate temperatures. There is still much green grass, plenty of green weeds, and some pea vine. With a little moisture, the pea vine will grow all winter.

DR. A. J. HOFFMAN.



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WHAT THE GOVERNMENT IS DOING

REPORT OF SECRETARY OF AGRICULTURE

THE REPORT OF THE SECRETARY OF AGRICULTURE for the fiscal year 1931-32 discusses such live topics as farm-land values, mortgage debts, and farm taxes. On the first of these subjects Mr. Hyde says:

"Agriculture has lost heavily in its capital account. The total value of all capital employed in agricultural production as of January 1, 1932, was \$44,339,000,000, as compared with \$58,249,000,000 on January 1, 1930—a decline of about 24 per cent. Farmers' equities in their property decline along with their current incomes, so that their financial security as well as their standard of living is impaired.

"Farm real-estate values continued to fall in nearly all parts of the country. In the twelve months ended March 1, 1932, the declines exceeded those of the previous year. The department's index showing the estimated per-acre value of farm land for the United States dropped from 106 per cent to 89 per cent of the pre-war (1912-14) average. More than two-thirds of the states reported lower than pre-war levels."

With the question of mortgage indebtedness he deals in the following manner:

"Mortgage debt presses upon American agriculture today with exceptional severity. Total farm-mortgage debt in the United States increased from \$3,300,000,000 in 1910 to \$7,900,000,000 in 1920 and to \$9,500,000,000 in 1928. Since then it has fallen slightly, largely as a result of foreclosures. Interest and attendant costs on this mortgage debt in 1930 represented a fixed annual charge of \$568,000,000. While the capacity to carry this charge has declined greatly in the last two years, the charge itself remains about the same. In 1931, interest on the farm-mortgage debt absorbed about 8 per cent of the gross farm income, compared with 4 per cent in 1920 and 3 per cent in 1910. In recent years an increasing number of farms have been mortgaged. The department estimates that in 1930, 40 per cent of all farms were mortgaged. The 1930 census reported 42 per cent of all owner-operated farms as mortgaged, compared with 37.2 per cent in 1920.

"Foreclosures are all too prevalent. They are blighting the hopes of men who can get as much out of the land as anyone could. Keeping efficient farm-owners on their own property and in their own homes is to the interest of both debtors and creditors. It is also to the interest of the nation. Much mortgage indebtedness has grown burdensome from forces largely outside the farmer's control. . . . The powers of our credit institutions must be broadened and legal restrictions relaxed, so that in an emergency like the present one efficient farmers can be given a fighting chance to hold their homes."

That our tax system discriminates against the farmer is clear, in Mr. Hyde's opinion:

"Farm-property taxes have remained practically unchanged during the depression, although in a very few states farmers have received substantial relief. Taxes for the country as a whole have been, in the last two years, about 166 per cent higher than they were in 1914. With gross farm incomes down to the pre-war level, the tax load is extremely

onerous. As in the case of the mortgage-debt burden, its real weight has been doubled by falling prices since 1929. It takes more than four times as many units of farm produce to pay the farm tax bill now as it took in 1914. In 1931, taxes on farm property absorbed about 11 per cent of the gross farm income, compared with only 4 per cent before the war. . . .

"That unfairness exists is generally acknowledged. Its recognition should form a basis for action. The tax that discriminates against the farmer is the so-called general-property tax. It is not part of the federal revenue system. Hence federal action is limited to investigation and explanation of the problem, and to such changes in the federal system as will encourage helpful changes in state and local taxation. . . ."

TWENTY YEARS' DROP IN FARM PRICES

ILLUMINATING FIGURES SETTING FORTH THE disastrous slump in farm prices during the past twenty years have been compiled by the Division of Crop and Live Stock Estimates of the Department of Agriculture, and are presented herewith in extract. The first of the below tables gives estimates of average prices received by producers at local markets for the periods mentioned, and the second table shows index numbers for the same periods:

FARM PRICES

(In Cents)

	Oct. Av., 1910-14	Oct., 1931	Oct., 1932
Beef cattle, per lb.....	5.09	4.76	3.91
Veal calves, per lb.....	6.80	6.58	4.75
Hogs, per lb.....	7.37	4.70	3.25
Lambs, per lb.....	5.35	4.64	3.95
Sheep, per lb.....	4.18	2.63	2.03
Wool, per lb.....	16.90	12.50	9.50
Butter, per lb.....	26.10	30.30	20.20
Corn, per bu.....	64.80	33.40	21.60
Wheat, per bu.....	88.10	36.10	34.60
Potatoes, per bu.....	65.00	45.80	34.40

INDEX NUMBERS

(1909-14 = 100)

	Oct. Av., 1910-14	Oct., 1931	Oct., 1932
Farm price index.....	98	68	56
Meat animals	102	79	60
Dairy products	101	95	68
Grain	101	46	36
Cotton and cottonseed..	88	42	51
Ratio of prices received to prices paid.....		56	52
Prices paid by farmers.....		122	107

TICK QUARANTINE AREA REDUCED

AN ORDER SIGNED BY THE SECRETARY OF AGRICULTURE, effective December 5, 1932, releases 20,290 square miles of territory in Arkansas, Florida, and Texas

from federal quarantine restrictions against the cattle tick. All of Arkansas is now officially rid of the parasite, making this the twelfth state to be cleaned up. The others are Alabama, California, Georgia, Kentucky, Mississippi, Missouri, North Carolina, South Carolina, Oklahoma, Tennessee, and Virginia. Of the territory originally tick-infested, 88 per cent has been freed of the pest. The area still under quarantine is confined to parts of Florida, Louisiana, and Texas.

RECONSTRUCTION FINANCE CORPORATION

REALIZING THAT "AN EMERGENCY EXISTS IN Nevada which requires immediate relief," the Reconstruction Finance Corporation has decided to establish a branch office at Reno of the Regional Agricultural Credit Corporation of the Eleventh Federal Land Bank District, embracing the States of Utah, Nevada, California, and Arizona, with headquarters at Salt Lake City. A. T. Esgate has been named manager, and W. H. Moffat, of Reno, chairman of the committee, which, besides, includes George Russell, Jr., of Elko, vice-president of the American National Live Stock Association; Fred B. Stewart, of Paradise Valley; Walter Handley, of Eureka; R. L. Douglas, of Fallon; and S. Grover Rich, manager of the Salt Lake City corporation.

Wyoming, which belongs in the Eighth Land Bank District, and which had been assigned to the Omaha branch of the Regional Credit Corporation of that district, has asked to be transferred to the Denver territory as being more easily accessible.

"If I thought I did not need THE PRODUCER, I would stop my subscription."—T. B. CALDWELL, JR., Mount Pleasant, Tex.

VALUE OF CORN CROP STEADILY DECLINING

MEASURED BY THE ESTIMATED VALUE OF THE corn crop, the purchasing power of the farmer has been steadily shrinking for the past five years, says the *Chicago Tribune*. According to figures compiled by statisticians, the value this season is not only about 30 per cent less than that of a year ago, but is only 18 per cent of 1917, when the high record was established.

"The prevailing estimated value of the largest grain crop in the country is only \$700,000,000 this season, or \$364,000,000 less than on November 1 last year. It is the first time it has fallen below \$1,000,000,000 since 1903, and gives the smallest return since 1898, when a crop of 2,216,000,000 bushels was worth \$643,000,000 on December 1, as given by the Department of Agriculture.

"In comparing the crop and value of recent years, prices for 1932 and 1931 are arrived at from the price for the December delivery in Chicago on November 1 and the value on December 1 for previous years, as compiled by the department:

	Crop (Bushels)	Value
1932	2,916,000,000	\$ 700,000,000
1931	2,563,000,000	1,064,000,000
1930	2,060,000,000	1,349,000,000
1929	2,535,000,000	1,963,000,000
1928	2,818,000,000	2,119,000,000
1927	2,763,000,000	1,997,000,000
1922	2,906,000,000	1,911,000,000
1921	3,069,000,000	1,297,000,000
1920	3,209,000,000	2,150,000,000
1919	2,503,000,000	3,781,000,000
1918	3,065,000,000	3,416,000,000
1917	2,567,000,000	3,920,000,000
1916	2,995,000,000	2,280,000,000

"I appreciate THE PRODUCER."—H. L. RAMSAY, Deming, N. M.

INTERMOUNTAIN LIVE STOCK MARKETING ASSOCIATION

LOWERS COMMISSION RATES ON DENVER MARKET 15 TO 40 PER CENT

(OTHER FIRMS HAVE NOT MADE THESE REDUCTIONS)

Straight Carloads		Drive-In	
New Rates	Old Rates	New Rates	Old Rates
CATTLE\$16	CATTLE\$19	CATTLE, per head...60c	CATTLE, per head...75c
SHEEP\$16	SHEEP\$20	CALVES, per head...30c	CALVES, per head...35c
HOGS\$12	HOGS\$14	SHEEP, per head...15c	SHEEP, per head...25c
		HOGS, per head...25c	HOGS, per head...30c

With the Same High Standard of Efficient Sales Service Assured

Although the INTERMOUNTAIN has been operating on the Denver Market just two years, it stood second in total volume of business handled on the Denver Market during the month of September. In addition to savings offered producers and feeders on commission charges, the INTERMOUNTAIN LIVE STOCK CREDIT CORPORATION has loaned almost three million dollars, at a saving of more than \$80,000 in interest alone.

MAINTENANCE OF THESE SAVINGS DEPENDS ON YOUR PATRONAGE AND CO-OPERATION

The INTERMOUNTAIN carries one of the largest bonds of any firm on the Denver Market for the protection of members and shippers.

The Intermountain Live Stock Marketing Association
401 Live Stock Exchange Building
Denver, Colorado

OUR TRAFFIC PROBLEMS

THE RAILROAD FUTURE

BY CHARLES E. BLAINE

Traffic Counsel, American National Live Stock Association

THE NECESSITY FOR MAINTAINING MOTOR-TRUCK competition with the railroads is clearly evidenced by the action of the carriers in seeking an increase of 15 per cent in all rates on all commodities in June, 1931, when the whole nation was in the throes of the worst panic in its history. Commodity prices generally, and particularly prices of farm products, including live stock, at that time were very materially below the pre-war level, and there was no upward tendency, whereas railroad freight rates were, as they now are, much above the pre-war level. Therefore freight rates at that time constituted a greater relative burden upon industry than ever before, and at a time when industry had gravely impaired stamina to sustain the burden. Notwithstanding these facts, the railroads did not hesitate in their attempt to increase by 15 per cent all rates on all commodities. Their endeavors might have been successful, and the shippers of the country forced to pay rates approximately 5 per cent higher than the peak rates during the war, were it not for two important facts: First, because of motor-truck competition, the railroads had reduced thousands of rates, and at the time they filed their application for the increase of 15 per cent with the Interstate Commerce Commission there were hundreds of applications on file for authority to reduce other rates. Second, the informed and sound judgment of the commission recognized the fact, as stated by it in *Reduced Rates, 1922*, that "the raising of rates does not necessarily increase revenue. It may in particular localities reduce revenue, instead of increasing it, by discouraging patronage."

Consequently the commission denied the railroads authority to establish the blanket increase of 15 per cent. However, it did authorize flat increases, ranging from 6 to 40 cents per net ton, on some commodities. With respect to the evidence presented by the carriers the commission stated:

Carriers' Evidence

"Protestants are numerous, and represent not only commercial organizations, but many of the most important industries of the country. Agriculture in all its branches, including live stock and dairy products, is represented, as well as coal (both bituminous and anthracite), copper, lead, zinc, iron and steel, sand, gravel and crushed stone, cement, sulphur, clay products, logs, lumber, petroleum and its products, newsprint and other paper, packing-house products, fisheries, naval stores, sugar, furniture, textiles, canned goods, fertilizers, chemicals, glassware, and other industries. Collectively, protestants represent the great bulk of the carriers' freight traffic. In several instances states are represented officially in protest, in the West, East, and South. . . .

"A mass of evidence was introduced to show that the carriers are not alone in their financial distress, but have the company of practically all industries, many of which are in worse condition. The causes of suffering are not only the great shrinkage in volume of business done, but a violent fall in the

prices received for products—a fall which has not been experienced by the carriers in the prices which they receive for their services. This fall in the price-level, in the case of agriculture, has been of extraordinary severity, so that important branches of that industry are in a state of unprecedented collapse and prostration. The situation is similar, and almost as acute, in certain other industries, and depression in greater or less degree extends to all.

"Because of this situation, the burden of transportation expense in the distribution of products has vastly increased in relative importance and weight, with the result that the industries find it necessary to minimize and curtail this expense in every feasible way, regardless of sympathy for the railroads and reluctance to harm them financially. Following the line thus indicated, voluminous and detailed evidence was presented to show the unusual opportunities for reducing transportation expenses which now exist, the extent to which industries have availed themselves of these opportunities, and the extent to which this tendency would be accelerated if freight rates should be increased 15 per cent. We shall discuss this situation in more detail at another point in this report. It will suffice here to say that it was by no means confined to mere opinion evidence; for in many instances opinions were fortified by the presentation of concrete and specific facts and pertinent statistics. . . .

"The fact was emphasized that it has been decline in net passenger earnings rather than in net freight earnings which has been the predominant factor in bringing the railroads to their present position."

Truck Competition

Based on the evidence before it, the commission with respect to truck competition stated:

"Movement by truck is a new form of competition which has been developed with great rapidity. It has been principally effective on less-than-carload traffic, and relatively short hauls of such commodities as live stock, cotton, cement, sand and gravel, gasoline, fruits and vegetables, and general merchandise; but it is continually extending to more and more traffic, and for longer distances, as trucks and trailers are enlarged and highways improved. At present it is aided by prevailing low prices for gasoline and rubber, and the oversupply of labor. In addition to rates, advantages which it offers to the shipper are in rapid and flexible service, store-door receipt and delivery, the transportation at carload rates of much smaller lots than are possible by railroad, and elimination of costly railroad packing requirements. The carriers introduced evidence to show that it would be feasible for the trucks to divert only a comparatively small amount of additional tonnage, even if rates were increased. But, without exaggerating the menace of this form of competition, we are convinced that the carriers have underrated it, and that its possibilities are materially greater than they are prepared to concede."

In denying the carriers' application for the full 15 per cent increase—which would have, if granted, broadly speaking, placed the rates at a pinnacle in railroad history—the commission stated:

"Assuming that the paramount purpose of that section [15-a] is the provision of adequate revenue for the carriers, it is the *actual revenue result* of a proposed increase in rates which we must have in mind, and not the effect apparent superficially. We understand that in principle the carriers do

not dispute this proposition, although they may differ as to how conclusions upon this point are to be reached. Our own view is that we are not justified in approving a rate increase if we are convinced that such increase will not operate to the revenue advantage of the carriers."

Future of Railroads

The commission, in its decision, did not stop with merely authorizing increases which it felt, on the evidence before it, would be helpful to the railroads and not place an undue burden upon the shipping public. In an effort to be helpful, as is its practice, the commission went farther. It dealt at some length with "The Railroad Future." The statements with respect thereto are clear, yet concise and sound. Therefore we shall quote therefrom at some length, as follows:

"It is not enough in this report to deal merely with the 15 per cent increase proposed, and our substitute form of temporary relief. Something should be said of the railroad future, and what can be done in a more enduring way to protect and stabilize it. The railroads now furnish the backbone, and most of the other vital bones, of the transportation system of the country; and we believe this will be the situation for a long time to come. We are not impressed with the thought that they are doomed, in anything like the near future, to go the way of the stage-coach and canal.

"The most effective remedy for the immediate ills of the railroads is the economic recovery of the country. The present low earnings are not the result of low rates, but reflect general industrial conditions. The earnings will continue to reflect those conditions as business improves, just as they have in the past. While the tide may be slow in turning, there is no more reason for thinking that business will not improve than there was in 1928 for thinking that depressions were a thing of the past and that we were in an era of permanent prosperity. Public emotion swings from one extreme to the other, and there is nothing more volatile than the emotion of the investing public. When railroad earnings take a sharp turn upward, as in due time they will, railroad credit will also rise.

"But there are many things which can be done to improve the situation—some of them by Congress, some by state legislatures, some by this commission and the state commissions, and some by the railroads themselves.

"An important step is the repeal of section 15-a, and the substitution of a better section designed to accomplish the same general purpose. We recommended such legislation last year in a special report to Congress, and shall renew the recommendation in our annual report this year. The present recapture provisions impose in their enforcement a vast expenditure of time and money upon both the government and the railroads; they provoke litigation over complicated questions of valuation and accounting; they encourage extravagant expenditures by the more prosperous companies when times are good; they hang like a cloud over the credit of many companies when times are bad; and, under the present law, there is no effective way of using the funds to public advantage if they are recaptured. The problem presented by the varying earnings of different railroads can better be met in other ways, such as consolidations, pooling arrangements, and the adjustment of divisions. [Italics mine.]

"Nor do we believe that the present provisions of paragraph (2) are desirable in all respects. They cherish elusive hopes that, by mere changes in rates, railroad earnings can be made stable regardless of economic conditions. In our special report to Congress we suggested a substitute for this paragraph which we believe will better serve the end desired. We believe that the substitute emphasizes the public need for maintaining railroad credit quite as strongly as does the present paragraph. It will be noted, also, that it contains recognition of the principle that, inasmuch as railroad earnings must inevitably fall below normal in times of depression, they may properly be permitted to rise above normal in times of prosperity. Such recognition might well be supplemented by a provision that some portion of surplus accumulations shall be held in liquid form. Present experience shows that, no matter how large such accumulations may be (and they have been large in the case of the railroads during the past decade), they may be of comparatively little use in meeting immediate

deficiencies in earnings, if they are invested in railroad property, as they normally are. So invested, they can be converted into cash to replenish the treasury only by the issue of securities, and these cannot be issued when credit is impaired.

Regulation of Rival Forms of Transportation

"Congress and the state legislatures should also, we believe, direct their attention to the proper regulation in the public interest of all competitive forms of transportation. In this we include such restrictions on the size and weight of trucks and their lading as public safety may dictate, such taxation of trucks and busses as may be necessary to impose upon them a fair share of the burden of the public highways which they use, such supervision of truck and bus common carrier lines as may be necessary to avoid destructive and wasteful competition, and such regulation of their rates and service as the public interest may require. We are here stating only very broad principles, the practical application of which must be governed by the definite ascertainment of facts, many of which are now in controversy. Our purpose for the moment is only to direct attention to matters which are in urgent need of legislative consideration. The facts in regard to motor competition we helped to develop some years ago in a report made after special investigation. We hope in the near future to supplement these facts and bring them up to date, together with specific recommendations for legislation, in a report on the co-ordination of rail and motor service which is now in progress.

"What we have said as to the trucks and busses applies also to the waterways. It is strongly urged by the rail carriers that the water carriers are not bearing their fair share of the burden of the waterways, constructed or improved at public expense, on which they operate. Here again the facts are controversial and must be ascertained. But the contention of the rail lines presents a matter for unbiased investigation, which may be in need of correction if fair competitive conditions are to prevail. The same may be said of the public regulation of the port-to-port rates of common carriers by water, which are now subject to no effective regulation. The lack of

A Bit of Silver Lining

TOP cattle prices are well back to the late spring level. Although this has depressed prices for all grades, there is now some underlying strength in the lower grades of slaughter steers and in stocker and feeder cattle.

This is an encouraging word, and is passed on to cattlemen with best wishes for a Merry Christmas and a Happy New Year.

NATIONAL LIVE STOCK MARKETING ASSOCIATION

228 North LaSalle Street
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stability and apparent demoralization from time to time of these rates, particularly those of the lines operating through the Panama Canal, at least suggest that some greater measure of public control may be in the interest of the water carriers themselves, as well as in the general interest. History shows that this was true of railroad rates, as most of the railroads now concede. These matters need present legislative consideration.

"The co-called car-forwarding companies present a situation in the transportation field which calls for public regulation, as we pointed out and recommended in our last annual report. Here there seems no difference of opinion on the point. It is not unlikely that the service performed by these companies can, with profit to the railroads and advantage to the country, be made a definite part of railroad service.

"The railroads, as cities expand and public highways multiply in number and use, have been and are being called upon to invest great amounts of capital in alterations of their properties which are often, from a strictly railroad point of view, very largely non-productive. The burden of these expenditures must be borne by the public in one way or another, but the question arises whether this burden is being apportioned fairly. To the extent that it is caused by other than railroad needs, and does not increase the traffic of the railroads or save them expense, it may be that this burden should justly be shifted from the shoulders of railroad-users.

"Railroad managements face new conditions which compel changes in methods of operation, manner of service, and price policies. It is a situation which frequently confronts private, competitive industries, and they have become accustomed to such readjustments by force of necessity. It is different with the railroads. Although they have never had a complete transportation monopoly, they have in the past occupied the field with sufficient exclusiveness, so that, apart from competition with each other, their habits of thought are less flexible and not so well adapted to facing and meeting new competitive conditions. This they must now do. The spur of present adversity will no doubt help to that end.

Problem of Passenger Service

"Foremost among the problems to be solved is that presented by the passenger service. Broadly speaking, this service for the country as a whole fails by something like \$450,000,000 annually to contribute its proportionate share toward taxes and return on railroad property. The close similarity of this figure to the amount of money which the carriers estimated that they would realize from the 15 per cent increase, if no loss of traffic resulted, is striking. In other words, if the carriers were able to conduct the passenger business as profitably as the freight business, they would even now, under adversity in a period of great depression, be earning enough to stabilize their credit situation. The freight business, as a whole, is doing reasonably well, present conditions considered. The carriers in this record pointed out the substantial curtailments of passenger service which have been made in an endeavor to reduce losses. They have also undertaken experimental service, in the hope of recovering profitable patronage. But much more drastic measures will be necessary if the staggering deficit incurred by that service is to be reduced to bearable proportions. A little has been done in the pooling of competitive train service by rival lines, but we believe that the opportunities in this direction have by no means been exhausted. Much more can be done under existing law. On some lines it may be necessary for the companies to retire from the passenger business entirely. On others it may be that better service, with lighter trains at greater speed and at lower fares,

will revive patronage and reduce expense. Our knowledge is too inadequate to enable us to specify the remedies which must be applied. But plainly the situation is in need of drastic attention.

"So far as freight service is concerned, the railroads have so many and so great inherent advantages of economy, particularly in the case of longer hauls and the heavier traffic, that we cannot believe that they will not be able to withstand the competition of the motor trucks. It may be that some traffic must permanently be surrendered to the trucks, but for the most part it is traffic on which the railroads have always claimed that they lost money. To meet this situation effectively, however, it is evident that radical changes in service and rates must be made. Means, mechanical and otherwise, of making the necessary changes in service are already beginning to appear in the foreground in rapidly increasing volume. They will require trial and test to demonstrate their efficiency, but that some of them will at length pass through the experimental stage to successful adoption we have no doubt. So far as rates are concerned, it is clear that the present structure has developed under principles and theories which gave no thought to the competitive agencies of transportation which now exist. As a result, the rates often open a door to effective competition which might well be closed. It is evident that the traffic departments must give new thought to the rate structure in the light of existing conditions.

Co-operation Among Roads Essential

"The new competitive conditions make it necessary, also, for the railroads to co-operate more efficiently with each other and reduce the waste, both in service and in rates, which has marked their own competition. That this waste is of very large proportions is clear. Many specific instances have been brought to our attention. That it can be minimized we also have no doubt, but that this will require a greater degree of co-operation than the railroad executives have yet been willing to put into practice is plain. Such co-operation, which we believe the times make essential, would also be of great advantage in carrying on adequate research and experimentation.

"The record shows that in the past decade the railroads have made great strides in improving their service, and at the same time operating with greater efficiency and economy. But what they have done in this direction has largely followed lines which developed under conditions different from those which now prevail, and it has been characterized by a continual intensifying of their own competition. At a time when, as an industry, they have new enemies to face, their warfare with each other has grown more bitter, so that economies in operation have been offset in part by the growth of competitive waste.

"All this is contrary to the spirit of the Transportation Act, 1920. Congress then looked beyond the individual railroad to the concept of a national transportation system. It pointed the way in the consolidation provisions to the reduction of competitive wastes. It went to the extreme of removing the barriers of restrictive federal and state anti-trust legislation which might otherwise stand in the way. Short of consolidations, it opened wide the door to agreements for the pooling of service and of revenue, whenever it could be shown to our satisfaction that such agreements were in the public interest. Much has been accomplished in the way of unification, but much remains to be done, and the pooling provisions of the law stand almost unused. Further progress along the lines pointed out by Congress will aid in bringing about the co-operation which is essential to railroad salvation. But the problem cannot wholly be solved in this way, nor is there need that co-operation should be subordinated to the consolidation program.

"In the meantime we have under way an investigation, Ex Parte No. 104, into such railroad practices as may adversely affect net earnings, and we shall pursue this inquiry with diligence.

"The committees representing the security-holders have suggested the formation of a special commission to consider the needs of the railroad situation. Such procedure has been followed in England, and it is receiving consideration in Canada, whose problems are very like our own. We have no authority to constitute such a commission, and are, therefore, not in a position to follow up this suggestion."

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It will be noted that, notwithstanding the railroads' plea for an increase of 15 per cent in all rates, the commission, upon the evidence adduced in that proceeding, found that the present low earnings of the railroads are not the result of low rates, but reflect general industrial conditions, and that the most effective remedy for the immediate ills of the roads is the economic recovery of the country. Moreover, the commission found that there are many things which can be done to improve the situation—some of them by Congress, some by state legislatures, some by the commission and the state commissions, and some by the railroads themselves.

Findings of Commission

Briefly summarized, these findings are as follows: Congress should immediately repeal section 15-a (1), and amend paragraph (2) of that section, for the purpose outlined by the commission. Congress and the state legislatures should direct their attention to the proper regulation, in the public interest, of all competitive forms of transportation, including motor trucks, busses, and water carriers. Congress and the state legislatures should enact legislation placing the so-called, car-forwarding companies and holding companies under the jurisdiction of the commission and state regulatory bodies. Furthermore, the railroads and railroad-users should be relieved of the burden incident to capital expenditures in alterations of railroad property, such as overpasses and underpasses at intersections with public highways or streets. In addition, the railroads should themselves carry out the spirit and letter of the Transportation Act with respect to: (a) consolidation of their property into a limited number of systems, (b) pooling of their operations, and (c) cessation of the wasteful tactics in which they are now indulging.

It will be noted that the commission states that foremost among the problems to be solved by the railroads themselves is that presented by the passenger service, which, broadly speaking, has failed by something like \$450,000,000 annually to contribute its proportionate share toward taxes and return on railroad property for the country as a whole. It will be further noted that the commission finds that the freight business, as a whole, is doing reasonably well, present conditions considered, which, of course, includes truck competition. With respect to the latter, the commission points out that the railroads have so many and so great inherent advantages of economy, particularly in the case of longer hauls and heavier traffic, that the commission cannot believe that they will not be able to withstand the competition of the trucks; provided, of course, that the railroads will meet the situation squarely by effecting radical changes in service and rates. With respect to service, the commission states that means, mechanical and otherwise, of making the necessary changes are already beginning to appear in the foreground in rapidly increasing volume. With respect to rates the commission further states: "So far as rates are concerned, it is clear that the present structure has developed under principles and theories which gave no thought to the competitive agencies of transportation which now exist." In other words, the carriers have continued to make rates under the theory of "all the traffic will bear." "As a result, the rates often open a door to effective competition which might well be closed [by establishment of just and reasonable rates by the carriers themselves]. It is evident that the traffic departments must give new thought to the rate structure in the light of existing conditions."

Low Earnings Not Result of Low Rates

Thus the investigation of the commission in that proceeding clearly absolves low rates from blame for the present

financial condition of the railroads. On the contrary, the decision of the commission is an indictment of certain of the existing laws, or lack of laws, governing the railroads, and the failure of the management of the railroads to consolidate their properties, pool their operations, and avoid the wasteful tactics now indulged in by them, in conformity with the law.

The commission does not stop there. In its forty-fifth annual report to Congress, in 1931, at page 120, it makes the following recommendations:

"3. That Congress provide for an impartial and authoritative investigation for the purpose of determining whether and to what extent motor, water, and air carriers operating in competition with the railroads are receiving direct or indirect government aid amounting, in effect, to a subsidy; and, if so, what steps, if any, are necessary to correct this situation, with a view to placing competition on a just and equitable basis.

"4. That such investigation, if it is instituted, might well be extended to cover also the question of whether it is desirable in the public interest that regulations affecting public safety and convenience in the operation of motor carriers be made uniform throughout the country, and, if so, how such uniformity may best be brought about.

"5. That the desirability of further public regulation of the port-to-port rates of water carriers be made the subject of an investigation or consideration by Congress."

Therefore it is clear that the commission has left nothing undone to assist the railroads in its decision of October 16, 1931, and subsequent thereto. On the other hand, although practically a year has elapsed since the commission's decision, the railroads have utterly failed to follow its admonition and put their own house in order. The consolidation and pooling provisions of law have not been complied with by the railroads. Consequently the huge annual passenger deficit continues to pile up. The wastes condemned by the commission still continue, and the obnoxious holding companies are still a blight on the financial structure of the country. In fact, other than their continued efforts, by propaganda and otherwise, to secure legislation looking to the regulation—which, in light of the Texas motor-vehicle law, is nothing short of strangulation—of motor trucks, the carriers have done nothing to help themselves, notwithstanding their representations to the commission in the Fifteen per Cent case that an emergency existed

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which required an immediate increase of 15 per cent in all rates on all commodities.

Non-Partisan Committee Appointed

An Associated Press dispatch dated New York, September 27, 1932, chronicles the formation of a non-partisan committee, consisting of former President Calvin Coolidge; Bernard M. Baruch, director of the Baltimore & Ohio Railroad; former Governor Alfred E. Smith; Clark Howell, Atlanta newspaper publisher; and Alexander Legge, head of the International Harvester Company and former chairman of the Federal Farm Board, to survey the financial situation of the railroads and recommend remedies, and, in addition, mobilize public sentiment on behalf of a remedial legislative program, and lay the program before Congress. The dispatch further states that Walter Bennett, president of the Emigrant Industrial Savings Bank, who announced the formation of the committee, made no forecast as to what lines the survey and its resulting proposals might take.

No doubt this is the committee referred to by the commission in its decision in the Fifteen per Cent case as being suggested by the security-holders. This committee, while not empowered by law to compel the attendance of witnesses, can, if it so desires, be of immense value to the railroads if it does nothing more than cause them to comply with the consolidation and pooling provisions of the existing law, the elimination of the huge annual passenger deficit, the abolition of the holding companies, and the discontinuance of the wastes in operation referred to by the commission in its decision. Furthermore, this committee can be helpful to members of Congress and the various state legislatures in the formation of equitable laws governing motor vehicles and water carriers; provided, of course, that it proceeds to make an *unbiased investigation*, such as recommended to Congress by the commission in its forty-fifth annual report. However, such investigation would of necessity require the taking of evidence, not only of the security-holders, including savings banks, insurance companies, railroads and their employees, but of the United States Bureau of Public Roads, American Automobile Association, truck-owners and operators, shippers, and others as well. If the committee should proceed to make an unbiased investigation, it should, and no doubt will, have the full co-operation and support of all interested parties.

On the other hand, if the committee, for any reason,

should fail to hear all parties and make its recommendations in accordance with such evidence, then, of course, its labors will not be helpful, but, on the contrary, might prove disastrous. Therefore the committee will no doubt be the center of attention.

American National Always Opposed to Section 15-a

In passing, attention is directed to the fact that the American National Live Stock Association opposed section 15-a from the day it became effective. At practically every annual convention of the association since 1920 a resolution has been adopted urging the repeal of this section, notwithstanding the fact that at several of the conventions railroad officials appeared in open opposition to such action.

The huge annual passenger deficit is a shining example of the profound fallacy adhered to by the railroads that high rates produce increased revenue. The present basic passenger fare of 3.6 cents, which has been in effect since early in 1920, is 1.6 cents, or 80 per cent, higher than the pre-war basic fare. However, the passenger and allied revenues of the carriers have constantly decreased under this fare, and the deficit has increased annually; notwithstanding all of which the railroads stubbornly refuse to reduce their fares, and thus recover a portion of the traffic which has been driven from their rails. On the contrary, they insist that the freight traffic must pay increased rates so as to absorb the huge deficit in the passenger operation.

If motor-truck competition with the railroads is eliminated by the enactment of vicious legislation, such as the present Texas motor-vehicle law, then the railroads will be left free to increase their already exorbitant rates and charges. The fact that some of the present rail rates are the result of motor-truck competition does not mean that they are too low. As stated by the commission in Western Trunk-Lines Iron and Steel, 47 I. C. C. 113, 114, more than fifteen years ago, proof that rates are the result of competitive forces does not necessarily mean that they are too low; for competition may sometimes be needed to keep rates at a reasonable level.

In conclusion, attention is directed to the vacillating positions of the railroads. Originally in the Fifteen per Cent case their application for an increase was based, in part, upon the fact that motor-truck competition had diverted a portion of the traffic from the rail lines. Concurrently some of the railroads were before the Texas legislature sponsoring the adverse legislation which is now the Texas motor-vehicle law. Their plea there was that the motor trucks were taking a substantial volume of the railroad traffic. However, in the Fifteen per Cent case, when it appeared that the commission would deny their application for the increase, because the record showed that considerable tonnage had been and was being diverted from the rail lines, the railroads about-faced, and in the final hearing took the position that it would be feasible for the trucks to divert *only a comparatively small amount of additional tonnage*, even if the rates were increased. During the present year the railroads have, generally speaking, laid all their troubles to competition with their lines by motor vehicles and water carriers. Vacillation does not add strength to their argument.

South American Slaughter

During the eight months ending with August, 1932, there were 3,601,845 cattle slaughtered in South American frigorificos, against 2,803,120 in the corresponding period last year. Sheep killings numbered 3,001,085, compared with 3,546,040 in 1931, and hog killings 576,842, compared with 509,232.

FEED YOUR LIVE STOCK FOR PROFITABLE GAINS

Consign us your cattle and sheep for conditioning, fattening, and marketing. Bill your shipments to feed in transit at our yards, where railroad feeder rates apply.

Systematic feeding and handling of your live stock at low cost brings you greater profits than obtainable elsewhere. Our balanced mixed feeds, priced on per-ton fed basis, constitute all yardage and handling charges.

Only first-quality ingredients go into our mixed feeds, which are strictly proportioned to meet live-stock fattening requirements. Prices range from \$10 to \$17.50 per ton fed, and rations of grain range from 15 to 50 per cent corn or barley grains, 10 per cent syrup in each ration, and the balance ground alfalfa meal.

Improved feed-yard facilities, with running warm artesian water, branding, dehorning, and vaccinating chutes, dipping vats, and shearing pens, are available to the feeder.

We also manufacture special dairy-cow, range-buck, and range-ewe feed at prices to meet your satisfaction. Poultry meal is likewise available at our plant.

There is no better time than the present to put your feeder live stock on feed with us. Future requirements undoubtedly will demand finished animals within a very short time.

Consign us your live stock now, or write immediately for further particulars and feeding-space reservations.

Rocky Mountain Live Stock Feeders, Inc.

OGDEN SUGAR SPUR, UTAH

T. J. UPTON, General Manager.

THE MARKETS

LIVE-STOCK MARKET IN NOVEMBER

BY JAMES E. POOLE

CHICAGO, ILL., December 1, 1932.

CATTLE - FEEDERS HAVE FARED BADLY IN RE-cent price-shuffling at the market. Hogs have held in a well-defined rut; the live-mutton market has actually displayed recuperative power; but every prop under cattle values has splintered. Since early September every trend has been in one direction. Occasionally heavy bullocks have picked up, but in every instance such recovery was due to resentment on the part of feeders, who cut off supply, only to discover, when loading was resumed, that bottom had not been reached. Car-lot displays, a surfeit of turkey, cheap pork, and impaired consumer buying power constituted a quartet of adverse influences. Feeders who overstayed a good market with long-fed steers, and other feeders running away from impending disaster by cashing warmed-up cattle prematurely, must accept responsibility for part of the debacle. From the high point in September, when a \$10.35 top on heavy steers at Chicago generated hope of a repetition of what happened at the corresponding period of 1931, sending top steers to \$13 in November, the top gradually declined to \$7.75 late last month. Straight cuts of steers that realized \$10 at the high time had to be content with \$7.75 late in November. Good, long-fed steers ran into discrimination that could not be accounted for, except on the theory that consumers had balked at retail beef prices. One of the three big concerns refused to pass \$7.50 long before that price was established as an outside figure, except on an occasional outstanding load. Intermediate grades encountered equally severe punishment, while low-cost cattle always had a broad outlet. In fact, the average buyer sounded the slogan: "Something cheap." Each liberal run carried more long-fed steers than the market could readily absorb, necessitating a continuous carry-over, in many instances for a week and even longer. Frequently fat cattle did not get a bid on the day of arrival, as, on liberal receipts, killers picked out such cattle as they actually needed, ignoring others. Bullocks of the plain or rough types were without a reliable market much of the time, many selling at \$5 to \$5.50 per cwt.

Car-Lot Show Cattle Partly Responsible for Price Break

Blame show cattle for at least some of the vicissitude which the fat-cattle market has recently encountered. Results suggest that the car-lot exhibit has been overdone. A jag of nearly 100 loads at the American Royal, followed by an entry of practically 400 loads at the International, was tantamount to a calamity. Bunching an army of fat steers at the market just prior to the holidays is a development calling for attention. Commission men met an obvious emergency at Chicago by anticipatory culling, partly relieving the market of a burden, as 175 loads were thrown out by the sifting committee, to be immediately offered to killers. During the week preceding the Chicago International nearly 300 loads of fat bullocks, entered for the show, were put over the scales; but, as the product went into the cooler, to be vended as holiday beef, the situation was not materially improved, so far as ultimate distribution was concerned. Not

50 per cent of the cattle entered for the Chicago car-lot show had sufficient merit to justify the effort, and, had entry involved expense, the bulk would have gone into beef channels long before. The remedy is an entry fee, to be refunded when cattle pass the culling committee. Entering thousands of merely good commercial cattle, in the futile hope of participating in the show sale, is pernicious practice.

Too Many Overweight Steers Add to Trouble

Practically all these show rejects overstayed their logical market, in company with thousands of others not intended for the exhibit. Many of these overdue cattle had acquired excessive weight—1,500 to 1,600 pounds—handicapping their progress to the scales. In one instance a drove of 1,640-pound Herefords, for which \$9.75 was bid in the feed-lot by a killer early in September, went on the market the third week of November to realize \$5.75. Others that would have been eligible to \$9 to \$10 were cashed at \$6.50 to \$7.50. Running true to form, the "warmed-up" man ordered cars in an attempt to run away from trouble, merely adding to it. During November thousands of warmed-up steers had to take \$5 to \$5.50, selling prices being, in many instances, under initial cost.

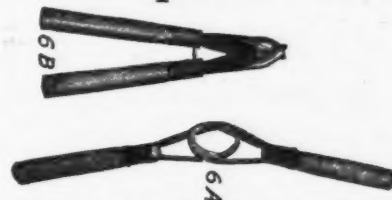
Excessive Turkey Crop Another Depressing Factor

A huge turkey crop was one of the principal demoralizing agencies. Apparently every turkey chick that picked its way through its shell survived, and from the trans-Missouri region came an army of America's favorite bird. As cold storage, on a considerable scale, was impossible, owing to financial conditions, the whole mess went on the retailer's counter, retail prices running from 15 to 25 cents per pound. Every waiter and every market man in the United States put their selling energy behind poultry, beef-vending coming to a practical standstill during Thanksgiving week. In killers' cavernous coolers immovable aisles of beef carcasses kept cattle-buyers in leash. Beef prices to the ultimate consumer did not, of course, follow the break in live cattle, nor did distributors attempt putting beef in competition with poultry. Restaurateurs threw beef off their menus, retailers getting behind turkey, in an effort to clean up prior to the holiday.

Low-Grade Bullocks Selling Readily

Coincident with subsidence of cattle-gathering west of the Missouri River, continued demand for fleshy steers from

The Superior Calf Dehorner



Superior—
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A: Open; B: Closed. Keen-edged blades of finest tool steel; hardwood handles; weight, 1½ pounds; length, 13½ inches; light, strong, but quick, easy, powerful in action; makes clean, shapely cuts, amply cupping the horn cavity; takes horn about 1¼ inches. Simplicity and ease of operation, with high efficiency in results, have won endorsement wherever used.

Price, \$5.00 each, postpaid in U. S. A.

But if you order before January 15, 1933, clip this ad, attach \$5.00 remittance, and we will include with the Superior Dehorner a generous can of that famous Anchor Brand Dehorning Paint—made only by

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Denver, Colorado



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Blackleg vaccine can be good, bad, or indifferent, and you cannot judge which until Blackleg strikes your range. There is nothing to indicate in the appearance of the product whether or not it merits your faith. Your sole reliance must be based on experience and faith . . . faith in the laboratory behind the product.

Cutter products have been consistently the Standard of the range for over thirty-five years. They have earned this reputation because The Cutter Laboratory has kept the faith.

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CUTTER STANDARD

Blackleg Aggressin, liquid10c per dose
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No lot of Cutter vaccine has ever been placed on the market that is not the best that can be produced. Elaborate tests are put on each lot, and those that fall beneath the high, self-imposed Cutter Standard are discarded. True, most of these discarded lots would be "good enough" to get by during ordinary times, but in the face of an epidemic they might fail. That "might fail" is sufficient to keep them from going out under the Cutter label. Yet there are no glowing and misleading claims made for Cutter products. Experienced cattlemen know that the only claim necessary is the fact that the product is made by Cutter . . . a laboratory that has kept the faith for over thirty-five years.

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feeders put low-price cattle in a strong position. When good bullocks could not be moved at any real price, the scalawag type disappeared with celerity. Anything wearing a hide, priced from \$5 down, was a prize package from the killer's standpoint, as such product went through the cooler without adequate chilling. Feeders took few fleshy steers, because killers asserted prior claim. Stockers had a market of their own, prices getting seriously out of line with quotations on fat bullocks.

Accumulation at Market Disastrous to Producer

A market on which cattle accumulate is always a bad market for the cattle-owner, regardless of the type in temporary disfavor. When it becomes necessary to put bovine property away in covered sheds to nurse prices, the owner is riding for a fall; and this is what has happened recently. The time to sell cattle is at the earliest possible moment after they have been fed and watered, as buyers are on the alert for "stalers," invariably inflicting punishment. They may be put out with other salesmen, but trade tricks are rarely successful.

Spread Likely to Continue Narrow

By the end of November a spread of \$5 to \$7 took the bulk of the fed steers and yearlings reaching Chicago—or any other market, for that matter; and even on that basis a daily clearance was impossible. All the handwriting on the wall suggests a narrow winter spread, with merit handicapped. Literary effusions concerning good cattle, with respect to both quality and condition, together with the advisability of centering on that kind, arouse ridicule on a market where inferiority has the call. A feeder specializing in common steers, who usually markets the bulk of his crop from January to March, cashed early this winter at an average of \$4.50 per cwt., initial cost having been less than \$3. On a turn-over of approximately 4,000 head, he cleaned up handsomely during a period when those whose steers cost \$6 to \$7.50 per cwt. needed red ink in large quantities to do their figuring.

Heifers Holding up Better than Steers

In the process of price adjustment, heifers have fared well. Values have declined, but not in the same proportion as in the case of steers. Light fed heifers have been selling at \$5.50 to \$6.50, under broad demand. Grassy and short-fed heifers at \$3.50 to \$5 have also been good property, furnishing a moderate tonnage of cheap beef, for which retailers constantly clamor.

Demand for Cow Beef Restricted

Cow trade is lousy. Killers want cows selling from \$3 down—an unusual condition at this season, for which no reasonable explanation is available. It is possible that South American canned beef is competing with dairy culls, narrowing the outlet for such product, and keeping low-grade females on a \$1.25 to \$2 basis. With consumer demand for beef of such restricted volume, cheap cow product should enjoy a wider outlet. Contention that consumers are fastidious, demanding choice beef, is untenable under present circumstances, when high-grade product encounters sales resistance from the moment it goes into the cooler. Cheap pork is probably the best reason for restricted demand for cow beef, as it is a more attractive meat in the retailer's display system.

Hog Trade May Have Hit Bottom

Hogs have sold within a \$3.25 to \$3.50 range right along. Occasionally the top goes to \$3.75, but under present condi-

tions such tops are fictitious. Supply has been light, but this must not be taken as a herald of curtailed production, as the Corn Belt is full of porcine property, for which there will be abundance of statistical evidence within the next few weeks. Accepting a Washington estimate of a 7 per cent decrease, there will be plenty of pork to go around, and probably more than enough lard. Young hogs have been doing well in corn-fields, converting grain that has little value otherwise into \$3 hogs, incidentally drawing from market centers a stream of money—substantially diminished in volume, but money nevertheless; and at the moment it is welcome for bank-account-replenishment purposes. Corn at 10 or 15 cents per bushel may be put into \$3 hogs without courting distress, and will be persisted in, even at the risk of making excessive weight. Commercial feeds have been discontinued, but hogs can get along on an exclusive corn diet, little sickness having been reported. The market shows signs of having hit bottom, as packers invariably lend support on breaks, although refusing to follow advances. Their policy is to stow away the bulk of the season's pork and lard production around present prices, with the intention of pocketing merchandising profits later on when the crop is in. Pork will be cheap all winter, insuring heavy consumption, as killers will not store a pound that can be disposed of otherwise. If packers are able to tickle the hog market to the extent of 2 cents per pound next spring, this season's pack should be highly profitable.

Possible Effect of Domestic Allotment Plan

Adoption of the so-called "voluntary domestic allotment" scheme by Congress will have a bearing on prices, although this innovation may not be possible on the present hog crop. Shorn of verbiage, the proposition is to impose a premium of 2 cents per pound on the processor, who is to pass it along to the consumer; in other words, to tax the latter for the benefit of the grower. Congress may pass such an act; possibly the President may sign it; but the result is highly conjectural. Like the Farm Board effort to stabilize grain prices, the thing must be tried on the dog. Confusion would be the immediate result. In all probability, processors would endeavor to depress prices to an amount equal to the premium. In any event, retailers would add more than the premium to their prices, if the added charge was passed on to them. The best that can be said of the idea is that it would be an interesting experiment. Processors are alarmed,

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UNION STOCK YARDS

OGDEN, UTAH

KENNETH C. IKELER, General Manager

as payment of a premium would substantially increase their investment cost, adding to carrying charges, with no certainty that they would get their money back.

Lamb Market Relatively Steady

Lambs have found a reasonably stable market. An advertised supply gap has materialized, but, in common with other meats, ovine product has had to meet poultry competition. On the rank and file of fed and native lambs it has been a \$5.50 to \$6 market, the top occasionally rising to \$6.25, or slightly higher, alternately dropping to \$5.75. Demand blows hot and cold, killers buying for numbers one day, and pretending to need nothing the next. Every 25-cent advance swells the run; every decline checks it. That dressed trade is not so bad as represented is indicated by a packer demand for lambs on the feeder order, which is, in turn, explained by a call for low-cost meat. Lamb-feeders have been clearing 75 cents to \$1 per head, putting them in better position than cattle-feeders, so far as net results are concerned. That the winter crop of fed lambs will be somewhat less, numerically, than the last is admitted. How it will be marketed is an unknown factor; and on the feeder's marketing policy prices will depend to a large extent. Killers will take off 50 cents per cwt. at every opportunity, whereupon feeders will jockey themselves into a more favorable position by cutting supply. Sheep are in the same notch, \$1.50 to \$2.25 buying the bulk of fat ewes, wethers having disappeared from the market picture. Feeders are constantly in the market for more lambs, packers disputing possession of anything fit to drop blood on the slaughter-house floor.

STOCKER DEMAND CONTINUES FAIR

J. E. P.

AN UNABATED STOCK-CATTLE DEMAND, DESPITE a somewhat calamitous break in fat steers, discloses ample buying power, confidence in the future of beef-making, and a determination to convert an unsalable crop of grain into meat. Coincident with the decline in fat steers, feeders have given fleshy cattle with weight a wide berth, but are in receptive mood with respect to anything wearing a hide weighing 700 pounds down. Quality is the factor, rather than weight, as cheap gains are insured by present abundance of corn, small grain, and roughage. Traders have been surprised at the manner in which stock-cattle demand has been sustained, if not inquisitive concerning money sources. So urgent has been the call for cattle that the car-lot feeder show at Chicago in September was depleted, a large percentage of the entries being sold en route or on arrival.

With no reliable statistics available concerning the num-

ber of cattle on feed, estimates on winter beef supply are mere guesses. The number of cattle acquired by finishers since August is probably about the same as during the corresponding period of 1931, but the proportion distributed through interior concentration points is larger than last year. Cattle put into feeders' hands to be fattened on contracts are fewer than in 1931.

Winter and spring demand for replacement cattle will depend entirely on the course of fat-steer prices meanwhile. The financial problem is no longer serious, as wherever an interior sale is pulled off the ring-side is crowded and cash plentiful, cattle trade resembling baseball, football, and prize-fighting in this respect. If corn prices advance, stock-cattle demand will be correspondingly restricted, as a large percentage of those currently interested in cattle would dismiss the subject if corn could be sold at the elevator for 25 cents per bushel.

Enough cattle are on feed to insure ample beef production. Distribution channels will not stand crowding during the ensuing six months, as the purchasing power of the industrial element is low. Urging increased consumption by such media as the radio, magazines, or newspapers is absurd until this buying power strengthens. In the present emergency, only time can be depended on to work change. Beef is a costly food, subject to serious competition, and in a market provokingly fickle.

A considerable percentage of the replacement cattle acquired during the past one hundred days have been calves and light yearlings that will not figure in the prospective beef supply until next summer. Some carry purchase-money loans that will necessitate return to market at the earliest opportunity; others are in strong hands and will be carried until next fall. Many potential purchasers are still in the market, awaiting opportunity to practice economy that may not be presented. If the fat-cattle market is equal to a creditable performance during the winter, stock cattle will be in demand right along. So-called native cattle have not been marketed freely this year, as feed is plentiful wherever they are, furnishing incentive to feed out.

The whole stock-cattle situation and prospect has a strong, healthy undertone, complaint emanating wholly from the buying side of the trade, as prices are out of line with what fat cattle are realizing. It is the only branch of the livestock market wherein the buying side does not crack the whip.

MEAT TRADE ON A BONE BASIS

J. E. P.

MEAT TRADE IS ON A RAMPAGE, EVERY GUIDE-post erected in former years having disappeared. Consumers demand low-cost, lean product, being disposed neither to buy waste nor to spend money freely.

A West Side market man visited a small Chicago killing-plant recently to purchase a ton of bones. "Any kind of bones will fill the bill, but that is the product my trade wants, and it is up to me to satisfy my customers," he explained. He cleaned up every shank bone in the plant, corralled the entire stock of hog-neck bones, and then insisted on more. "Bone a few beef rounds," he suggested to the packing-house man. "Sell you the entire round for 10 cents." "No, I can sell bones, but they balk at buying meat." He paid 8 cents for shank bones cut from rounds, refusing to take the boneless meat at 10 cents.

The only logical reason is that consumers are figuring price rather than value. For many years the beef-house

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Quality has no substitute

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ROGGEN, COLORADO

plaint has been difficulty in selling coarse cuts. "Fores" have stuck to the hooks, while "hinds" have moved readily; but, under new conditions, demand centers on hindquarters, especially such portions as chucks, necks, plates, and briskets. Ribs and loins are the most difficult cuts to move. This condition is reflected in current popularity of low-grade steer carcasses and cheap heifers. Even at low prices, consumers balk at heavy, fat product. A common fleshy steer is easy sale at \$4.50 to \$5 per cwt. on the hoof, while a plain heavy bullock, fat enough for a show, has difficulty in getting a \$5.50 bid.

Cheap hog cuts, neck bones, shoulders, heads, tails, and offal find a ready market. Consumers balk at heavy hog meat, which accounts for a \$3 market on choice heavy barrows, while pigs are worth \$3.75. A similar condition exists in lamb trade, where packers pay \$5 to \$5.35 for fleshy feeders, but assert that above \$5.75 they cannot break even on finished lambs. Mutton, however, nobody wants, even at \$3 to \$4 per cwt. wholesale; the probable reason being an excessive proportion of fat.

This meat-trade condition is general. In the White Cloud, Kansas, *Globe Tribune* this advertisement recently appeared: "Another barrel of backbones will be in today. Three pounds for 10 cents, or eight pounds for 25 cents. There is no meat on these bones, but you shouldn't expect any at this price."

Consumers are using deplorable judgment in buying meat, in the opinion of retailers. They persistently sacrifice merit for cost. Bones carrying a few scraps of meat command more money, relatively, than meat from which bones are cut, while such pieces as plate and brisket, carrying a large percentage of bone and gristle, are taken in preference to boneless sirloin and round. It is a veritable craze for economy on a false basis. Always the small package has a distinct advantage at the retailer's counter. Packers have acquired the knack of cutting pork into "squares;" bacon is sold sliced, and hams in pieces. Even turkey now goes to the buyer in segments in many localities. In fact, necessity threatens to put distributive trade on an English or French basis.

Meanwhile demand for bones is widespread and unabated. Many American consumers are utilizing what formerly went into the garbage-can. After all, a platter of neck bones and kraut beats hunger, a beef shank develops a palatable stew in the culinary process, and the cheaper cuts of inferior lamb, in the hands of a competent cook, may become a triumph of gastronomic art.

In the economy of American meat trade the bone barrel may disappear. In Europe its contents would have had substantial value these many years past.

CONWAY REVIEWS LIVE-STOCK CONDITIONS

COMMENTING ON THE LIVE-STOCK SITUATION at the middle of November, H. M. Conway, director of research of the National Live Stock Marketing Association, Chicago, writes as follows:

Cattle

"The cattle market continues to be depressed by relatively large supplies of finished yearlings, and particularly large numbers of short-fed steers. Prices for such cattle have been sharply depressed and continue in a weak position. This has resulted in a very narrow spread in prices for this time of the year, and extremely low prices as compared with a year ago. Top steers are back to the level of late June, and while this has depressed prices for all grades, there is now some underlying strength in the lower grades of slaughter steers

and stocker and feeder cattle. Thus the recent break, which apparently has about terminated, is causing a price variation at this time of the year quite opposite to that of a year ago. Last year top prices for most fed cattle were reached around November 15, as the supply was relatively short at that time.

"The better grades of steers of all weights are now selling close together, and price changes are expected to become more favorable for finished yearlings during the next few months. The supply of such cattle is seasonably shortest at that particular time; so, with rather large supplies of heavy short-fed cattle still to be marketed, the lighter weights are expected to sell at a premium. Finished heifers continue relatively scarce and are now selling rather closely in line with steers of comparable grade.

"In view of this unusually sharp decline in prices of fat cattle, conditions are favorable for more or less improvement in the market during the late winter. This improvement is expected to get under way before the end of the year, and by February and March supplies are expected to be sufficiently curtailed to bring about a rather strong market at that time.

"The movement of stocker and feeder cattle to feed-lots has been rather sharply curtailed for this time of the year, but, with any signs of improvement in the fat-cattle market, a rather strong feeding demand is expected to prevail during the winter and to continue into the early spring. This will serve as a rather substantial prop under the whole cattle market, and make the situation particularly favorable for the lower and intermediate grades of steers, and also for butcher cattle. Normally there is a seasonal advance in prices of the lower grades, and this coming season highest prices are expected during the late winter and early spring. This will be somewhat earlier than usual and somewhat opposite to last year. . . .

"With the supply of range cattle seasonally decreasing, and a continued short supply of western cattle available next year, the situation is now quite favorable for taking out stockers and feeders for this coming feeding season. In most cases stocker and feeder prices are attractive and relatively low, as compared with prospective feeding margins. It is true that the fat-cattle market is now depressed, but this is a rather extreme situation, and it is unusual at this time of the year. Medium-grade butcher steers and heifers look quite attractive for the late winter, and the better grades of calves and yearlings will fit in very nicely next fall. From a feeding standpoint, there are apparently two periods to head for during this feeding season, namely: during this coming late winter, and about this time next year. Next spring there may be a very good opportunity to take out warmed-up cattle of sufficient quality to finish for the fall market.

"In view of the large feed supplies in the Northwest this year, considerably more cattle-feeding is to be expected in

Herd Bulls

Range Bulls

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CATTLE

PERRY PARK
RANCH

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R. P. Lamont, Jr.

Owner

that area. In general, this year, cattle-feeding will be more evenly distributed over the country, and there will be more locally finished cattle. . . .

Hogs

"While the hog market recently registered considerable strength as the result of short supplies and more seasonable weather, most of this is expected to be lost with seasonally increased receipts. . . . Normally there is a rather substantial advance in hog prices during the late winter, and this seasonal change is expected to be emphasized by relatively short supplies of hogs during February and March. The Northwest is particularly short of hogs this year, so this is expected to be reflected in reduced marketings during the late winter. . . .

Lambs

"With supplies decreasing, and with rather a short supply indicated for the next few months, the lamb market is now evidencing considerable underlying strength. There has already been some tangible improvement in prices, and they are now very closely in line with a year ago. It is quite evident that the low for the season has been made, and steady to stronger prices are expected during the balance of the year, with the possibility of highest prices being reached some time during next January—somewhat the opposite of last season. The number of lambs on feed in the Corn Belt has been greatly curtailed as compared with last year, and, in general, the supply of fed lambs is expected to be relatively short as compared with slaughter during the first half of this crop year. The situation this year has been such as to bring a larger than usual proportion of the lamb crop to market before the first of December. . . .

"The supply of fed lambs is expected to be relatively short in the Corn Belt, as the movement of feeder lambs through central markets has been greatly curtailed, and there has been no substantial increase in the direct movement. Some of the range states will have an increased number on feed for the winter market, but most of the feeding in the West will be confined to the specialized feeding areas, and conditions so far indicate that there will be almost as many lambs fed in these areas as was the case last year. Lamb-feeding, in general, is expected to be reasonably profitable, with most of the improvement over a year ago during December, January, and early February."

THE DENVER MARKET

BY W. N. FULTON

DENVER, COLO., December 3, 1932.

VERY FEW FED BEEF STEERS ARE NOW COMING to the Denver market, and the quality of those being received is rather plain. Good fed steers are quoted at \$5.75 to \$6.50, and on up for the choice kinds. Grass steers are selling mostly at \$5.50 down. A few fed heifers are bringing from \$5 to \$5.75, but not many are being received. Grass heifers are selling mostly at \$3 to \$4 for the fair-to-good kinds. Good fat cows are bringing from \$2.75 to \$3.25, with plainer killers down to \$2, or just about the same as thirty days ago. Feeding steers are selling largely at \$4.75 to \$5.50 for fair-to-good grades, with choice feeders quoted up to \$5.75.

The demand for feeding cattle continues fairly good on this market, although, of course, the peak of the season has now passed, and both receipts and demand are considerably lighter than they were a couple of weeks ago. Indications are for a fair demand for feeding stock and for good fat cattle

for the next couple of weeks or more, when the market is expected to be rather quiet until after the holidays.

Hogs

Hog trade was fairly active during the month, with some fluctuation in prices. Top hogs were bringing \$3.15 at the close of October. Prices advanced somewhat during the mid-month sessions, and up to \$4.25 was paid for best grades about the middle of the month. Late declines, however, brought the extreme top to \$3 on the closing day of the month.

Hog supply in the Denver territory is reported not to be excessive, and the trade looks for a fairly good demand and reasonably fair prices for the next few weeks. However, not much improvement in values is anticipated until after the holidays.

Sheep

Trade in both fat and feeder lambs continued active, and the market is holding up remarkably well on all grades. The supply of fat lambs is light now—much lighter than it was a few weeks ago. The inquiry is good, however, and buyers are taking everything that shows flesh. Fairly good fat lambs were selling at \$5 to \$5.25 late in October. At the close of November the best grades were bringing around \$5.40. A good grade was selling at \$5 to \$5.25. Feeder lambs continue in good demand, and everything of this class offered finds a ready outlet. Best black-face feeder lambs are bringing up to \$5.25, with the good grades selling at \$5 to \$5.15, and the plainer kinds down to \$4.75.

Indications are for comparatively light supplies of sheep and lambs on this market during December. Reports from the range country indicate that the bulk of the stock has been marketed, and only scattering shipments may be expected from now on. A limited supply of fat lambs is expected from tributary feed-lots late in the month, but a good many of the lambs on feed in this territory were put in the lots late, and will not be ready for the market until after the first of the year.

Horses

The Denver horse market was fairly active during November. The weekly auctions brought out a goodly number of buyers, and all wanted desirable horses and mules. Local demand was fairly good. Prices ruled generally steady. Good work-horses sold at \$40 to \$85 a head; choice big drafters, at \$90 to \$125 and on up; and work-mules, largely at \$50 to \$75. Plain and lighter-weight horses and mules went at \$25 to \$40.

HIDES MARKING TIME

J. E. P.

AT INTERVALS A SEARCH WARRANT WOULD NOT disclose the location of a hide market, so effectively does it disappear. A week or ten days later selling is resumed in a limited way for a brief period. Meanwhile reporters, evidently lacking a sense of humor, make daily announcement that trading "is inactive at unchanged prices," using last sale quotations as the current market. It is a 5½- to 6½-cent market for packer steer hides, small packer product selling at 5½ to 6 cents when it moves. What country hides are worth nobody pretends to know, but nominal quotations range from 2¼ to 5 cents per pound. Leather trade has a confirmed habit of "looking brighter," to use market vernacular. Demand centers on low-price grades, and buying is restricted to actual needs. Inventories are undesirable at this period, but along in January both

We want to sell 45 head of top coming two-year-old Bulls, and 150 top coming yearling Registered Hereford Bulls.

HALEY-SMITH COMPANY, Sterling, Colo.

tanners and shoemakers may decide to buy raw material while buying is good. Meanwhile the hide market marks time, except during irregularly recurring, but brief, periods, when tanners evince signs that their craft is not extinct.

LIVE STOCK AT STOCK-YARDS

APPENDED ARE TABLES SHOWING RECEIPTS, shipments, and slaughter of live stock at sixty-one markets for the month of October, 1932, compared with October, 1931, and for the ten months ending October, 1932 and 1931:

RECEIPTS

	October		Ten Months Ending October	
	1932	1931	1932	1931
Cattle*	1,346,239	1,530,830	10,002,253	11,184,194
Calves	549,777	606,010	4,624,673	5,113,173
Hogs	2,691,440	3,461,946	29,130,603	31,576,048
Sheep	3,265,208	3,955,997	25,445,309	28,029,823

TOTAL SHIPMENTS†

	October		Ten Months Ending October	
	1932	1931	1932	1931
Cattle*	672,914	872,825	4,214,539	5,027,257
Calves	193,112	226,771	1,403,612	1,586,431
Hogs	855,219	1,323,684	9,452,788	12,120,161
Sheep	1,899,814	2,470,856	12,319,529	14,557,026

STOCKER AND FEEDER SHIPMENTS

	October		Ten Months Ending October	
	1932	1931	1932	1931
Cattle*	392,441	495,362	1,738,227	2,018,189
Calves	86,849	86,346	293,839	293,473
Hogs	23,145	72,099	275,352	431,124
Sheep	803,383	1,181,215	2,675,329	4,450,459

LOCAL SLAUGHTER

	October		Ten Months Ending October	
	1932	1931	1932	1931
Cattle*	626,524	664,518	5,665,583	6,081,343
Calves	335,354	368,479	3,171,936	3,502,823
Hogs	1,829,896	2,142,248	19,644,353	19,436,309
Sheep	1,340,066	1,497,396	13,074,899	13,342,996

*Exclusive of calves.

†Including stockers and feeders.

Accounts of Argentine Packers to Be Probed

The government of Argentina has decreed that an audit be made of the books of meat-packing companies doing business in the republic, for the purpose of ascertaining cost of operation.

Queensland Drought Not so Bad as Depicted

Our correspondent in Australia, noting the item in the September PRODUCER, picked up from some news source, stating that "not a drop of rain has fallen on the central tablelands of Queensland for seven years," writes us that this is "a gross exaggeration." "While it is true," he says, "that parts of Queensland are dry, and a few restricted areas in the northwest actually drought-stricken, conditions are nothing like as bad as implied in this paragraph. Given good rains in the monsoon season, which should start in November, the losses of stock will not be above normal."

COMPARATIVE LIVE-STOCK PRICES

BELOW ARE FIGURES SHOWING PRICES ON THE principal classes and grades of live stock at Chicago on December 1, 1932, compared with November 1, 1932, and December 1, 1931 (per 100 pounds):

	Dec. 1, 1932	Nov. 1, 1932	Dec. 1, 1931
SLAUGHTER STEERS:			
Choice (1,100 to 1,500 lbs.)	\$ 7.00- 8.00	\$ 7.50- 9.00	\$12.00-12.75
Good	6.00- 7.00	6.25- 7.75	7.75-12.00
Choice (900 to 1,100 lbs.)	7.00- 7.75	7.50- 8.50	11.00-12.50
Good	6.00- 7.00	6.00- 7.50	7.50-11.25
Medium (800 lbs. up)	4.50- 6.00	4.50- 6.50	5.75- 7.75
FED YEARLING STEERS:			
Good to Choice	5.75- 7.50	5.75- 8.00	7.50-11.75
HEIFERS:			
Good to Choice	5.00- 7.00	5.50- 7.50	6.25- 9.75
COWS:			
Good to Choice	2.50- 3.75	3.00- 4.00	3.75- 5.00
CALVES:			
Good to Choice	4.00- 5.50	4.00- 5.00	4.50- 6.00
FEEDER AND STOCKER STEERS:			
Good to Choice	4.25- 6.25	4.50- 6.25	5.25- 7.00
Common to Medium	3.00- 4.75	2.75- 4.50	3.50- 5.25
HOGS:			
Medium Weights (200 to 250 lbs.)	3.25- 3.40	3.15- 3.35	4.25- 4.40
LAMBS:			
Medium to Choice (92 lbs. down)	4.50- 6.25	4.00- 5.75	4.50- 6.25
EWES:			
Medium to Choice	1.25- 2.75	1.00- 2.50	1.50- 3.00

WHOLESALE MEAT PRICES

WHOLESALE PRICES ON WESTERN DRESSED meats at Chicago on December 1, 1932, compared with November 1, 1932, and December 1, 1931, were as below (per 100 pounds):

FRESH BEEF AND VEAL

	Dec. 1, 1932	Nov. 1, 1932	Dec. 1, 1931
STEERS (700 lbs. up):			
Choice	\$11.00-12.00	\$12.00-14.00	\$15.00-17.00
Good	9.00-11.00	10.00-12.00	11.00-15.00
STEERS (550 to 700 lbs.)			
Choice	11.00-12.00	12.00-13.50	15.00-17.00
Good	8.50-11.00	9.00-12.00	11.00-15.00
YEARLING STEERS:			
Choice	11.00-12.50	12.00-14.00	15.00-17.00
Good	8.50-11.00	9.00-12.00	12.00-15.00
COWS:			
Good	6.00- 7.00	6.50- 7.50	8.50- 9.50
VEALERS:			
Choice	8.50-10.00	7.00- 8.00	11.00-12.00
Good	7.50- 8.50	6.00- 7.00	9.00-11.00

FRESH LAMB AND MUTTON

LAMBS (45 lbs. down):			
Choice	\$13.00-14.00	\$10.00-11.00	\$12.00-13.00
Good	12.50-13.50	9.00-10.00	11.50-12.50
EWES:			
Good	4.50- 5.50	4.00- 5.00	7.00- 9.00

FRESH PORK CUTS

LOINS:			
8-12 lb. average	\$ 6.50- 7.50	\$ 8.00- 9.50	\$ 9.00-10.00

Registered
HEREFORD BULLS
J. M. CAREY & BROTHER
Cheyenne, Wyoming
Established 1872 Incorporated 1908

HOLDINGS OF FROZEN AND CURED MEATS

BELOW IS A SUMMARY OF STORAGE HOLDINGS of frozen and cured meats, lard, creamery butter, and eggs on November 1, 1932, as compared with November 1, 1931, and average holdings on that date for the past five years (in pounds):

Commodity	Nov. 1, 1932	Nov. 1, 1931	Five-Year Average
Frozen beef.....	22,899,000	20,871,000	37,665,000
Cured beef*.....	12,579,000	13,536,000	16,791,000
Lamb and mutton.....	2,874,000	1,975,000	3,714,000
Frozen pork.....	59,844,000	53,456,000	67,237,000
Dry salt pork*.....	65,561,000	79,453,000	87,157,000
Pickled pork*.....	306,758,000	247,986,000	271,482,000
Miscellaneous.....	37,080,000	48,744,000	57,308,000
Totals.....	507,595,000	466,021,000	541,354,000
Lard.....	34,358,000	39,766,000	66,283,000
Frozen poultry.....	55,082,000	65,668,000	64,443,000
Butter.....	66,755,000	56,229,000	105,754,000
Eggs (cases).....	5,322,000	8,454,000	8,117,000

*Cured or in process of cure.

WOOL TRADE STILL DROOPING

J. E. P.

WOOL TRADE IS SOMNOLENT. EASTERN MARKETS, having weathered the Thanksgiving holiday period without effacement, are awaiting the turn of the year. A statement that it is a buyers' market tells the story; and, as buyers are coy, the aforesaid market is a drifting hulk, without energy or sense of direction. A term, "miscellaneous business," has been coined to describe small-package buying

with which mills are content. A Boston writer says the market is "a bit soft," which may be intended as irony.

Reiteration that the "manufacturing position is sound" becomes wearisome. Dealers spend their time "looking forward to resumption of mill buying in the near future," adding that such a development "should result in an advance in prices."

The recent decline in sterling exchange creates apprehension of increased wool imports. Again the tariff bugaboo looms up. Possibly European debtors might be afforded opportunity to pay reparations in goods. The thing seems inconceivable, but anything may happen.

Admitting that the domestic manufacturing position is sound, that stocks are light, and that production is diminishing, other phases of the industry must be considered. Consumer buying power is restricted, the last advance in wool prices has been followed by recessions, and the market has a confirmed habit of bucking up. Pre-holiday clothing trade has not been satisfactory, custom tailoring is becoming a lost art, and only in basement departments of metropolitan stores can groups of clothing-buyers be found. The average man wants a suit for \$20 or less, and is impelled to make that investment only in response to stern necessity. A national wardrobe that was well stocked during the lamented prosperity period shows lasting qualities.

FEEDSTUFFS

COTTONSEED CAKE AND MEAL, F. O. B. TEXAS points, on December 8 were selling at \$10. Hay prices at Kansas City on December 7 were as follows: Alfalfa—No. 1 extra leafy, \$13 to \$14; No. 2 extra leafy, \$12 to \$12.50; No. 1, \$10 to \$11.50; No. 2 leafy, \$9 to \$10; No. 2, \$7.50 to \$9; No. 3 leafy, \$7 to \$7.50; No. 3, \$5.50 to \$6.50; sample, \$4.50 to \$5; prairie—No. 1, \$7.50; No. 2, \$5.50 to \$7.50; No. 3, \$4 to \$5; sample, \$2.50 to \$3.50; timothy—No. 1, \$8 to \$8.50; No. 2, \$7 to \$7.50; No. 3, \$6 to \$6.50; sample, \$5 to \$5.50; timothy-clover, mixed—No. 1, \$7 to \$8; No. 2, \$6 to \$6.50; No. 3, \$5 to \$6; sample, \$5 to \$5.50.

How France Protects Her Farmers

Sheltered behind a bulwark of high tariffs, import quotas and licenses, and direct and indirect subsidies and bonuses, the farmers of France are perhaps better off than those of any other nation. Wheat is a typical example of how agricultural prices have been kept up. In the first place, France has a tariff ranging from 65 cents to \$1.30 a bushel on wheat. Then, out of the bumper crop of 1932, 22,000,000 bushels are to be kept off the market and stored on the farms, the government to pay a bonus on every bushel. As a result of these measures, wheat is today selling at about \$1.25 a bushel—approximately two and a half times the world price.

Cottonseed Cake

Manufactured to meet the needs of the discriminating Stockmen since 1907.

Quick shipments of calf size, pea size, and nut size cake and cake screenings at any season.

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**43% Protein Prime Cottonseed Meal and Cracked Screened Cottonseed Cake, Any Size
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THE BULLETIN BOARD

NOVEMBER FEEDING SITUATION

Cattle

Shipments of stocker and feeder cattle, inspected through markets, into the Corn Belt states in October were very small, being more than 10 per cent below those of October, 1931, and nearly 20 per cent under the average for the preceding five years. Most of the decrease was in the states west of the Mississippi River, where the movement for the month was the smallest in fourteen years. East of the Mississippi, shipments, while reduced, were relatively larger.

Lambs

The number of feeder lambs shipped through markets into the Corn Belt during October was estimated to be 34 per cent smaller than in 1931, and the smallest for that month in any year since 1919. Direct shipments to feedlots are likewise reported to be much smaller this year. Apparently there has been a sharp reduction in contract feeding.

LIVE STOCK AND MEAT AT CHICAGO "CENTURY OF PROGRESS" EXPOSITION

The live-stock and meat industry has signed a contract for a large amount of space at "A Century of Progress"—the world's exposition which will open in Chicago on June 1, 1933. All factors in the industry—producers of live stock, retailers of meat, stock-yard companies, packers, sausage-makers, industries serving the meat trade, and others—have joined together in an effort to produce a unified exhibit that will picture in a realistic way the romance and color associated with the production of live stock and meat. On entering the exhibit, for example, the visitor will feel himself transported into the great range country of the West. Throughout, all the historical highlights and epoch-making developments of the industry in the past hundred years will be arrayed in striking form. New ideas of intricate mechanical and electrical effects are being created to give this show brilliance and animation.

The exhibit will occupy the entire

center wing of the Agricultural Building. Since it will be representative of the entire industry, no trademarks or brand names will be shown. The latest methods of marketing and transporting live stock will be contrasted with the old, for the interest of those who may not be familiar with the history of these things. The relationship of the different branches of the industry which make our meat supply possible will also be brought out. All the fine points of marketing meats—the strict supervision of United States government inspection, careful regulation of cooling temperatures, the care in packing and shipping, and even the loading of a full-sized refrigerator car—will be shown in a comprehensive manner. One feature that will prove attractive to all women will be provided by the co-operation of the Department of Agriculture, displaying new information on meat foods gathered from specialists in all parts of the country.

PUBLICATION FAVORS HIGHER TARIFF RATES

Higher tariffs on commodities, the production of which will increase employment, are the aim of a campaign set afoot by the *Washington Spectator and Mirror*, published at Washington, D. C., by Blair Coan. The November and December issues of this publication, which has a nation-wide circulation, contain articles demanding increased import duties on many articles. The January number will deal with cattle.

REINDEER FEED-YARDS IN UNITED STATES

Press dispatches tell of a project, now under way, for the building of reindeer feed-yards at Moss Landing, California, to accommodate up to 4,200 animals at one time. The deer are to be fattened on "selected foods," with the idea of retaining the natural tenderness and flavor of the meat, now largely lost through slaughtering and freezing in Alaska at seasonal intervals, and to overmuch handling before being placed on the market in the United States.

The Eskimo Sisters' Reindeer Company, which is financing the venture, aims, we are told, to ship down 2,500 deer every twenty days. It is hinted that fear of possible future competition from Canadian sources, now that the three-year drive of 3,000 reindeer from Alaska to the Mackenzie River country on the Arctic shore of the Dominion, previously mentioned in these columns, is almost completed, is one of the reasons for the formation of the company and the plan to fatten the herds in the United States.

HOW TO JUDGE QUALITY IN MEATS

"With a little practice, the housewife soon becomes able to judge the quality of meat to a helpful extent," we read in *The Use of Meat*, published by the National Live Stock and Meat Board. "Meat animals vary as to breed, age, sex, size, and condition, and, as the Institute of American Meat Packers points out, this naturally results in different grades of meat. The feed on which the animal has been raised also has a strong bearing on the quality of the meat which it yields.

Beef

"The thickness of the lean meat and the amount of the fat are general indications of quality in all kinds of meat.

SALT LAKE

Union Stock Yards

North Salt Lake, Utah

First Inter-Mountain
Live-Stock Market and
Gateway to
Los Angeles and
San Francisco Markets

J. H. MANDERFIELD

General Manager

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RATES—Without Bath, \$1.00 to \$1.25;
With Bath, \$1.50 to \$2.00. Dining Room,
Barber Shop, Free Garage.

Ezra Richardson, Prop.
Geo. P. Critchlow, Mgr.

Choice beef has a smooth, uniform outside covering of clear white fat. The lean should be firm, with a fine texture of a light-red color. It is finely marbled; that is, there is a mixture of fat through the lean flesh. The medium grades are slightly darker in color, and the marbling in the lean flesh is not quite so pronounced. The percentage of bone to meat is higher in the plain grades than in the better ones.

Veal

"Veal should be less firm than good beef, and pink in color rather than red. The fat should be almost clear white, and the lean less marbled than that of choice beef.

Pork

"Pork should be a dark pink, and the fat less firm than that of either beef or lamb. It should cut easily, and the fat should be smooth and pure white, and less hard than beef fat.

Lamb

"The lean part of lamb should be a pale or light dull red and quite firm. The fat should be creamy white and firm.

"If the housewife will make it a practice to observe meats closely when in the retail store, she will soon be able to recognize the degrees of difference which determine the quality of the meats."

WASHINGTON AS A STOCKMAN

George Washington was a farmer as well as a soldier and a President, we are told by the Department of Agriculture. He was born and reared on a farm, and

always returned to his Mount Vernon estate when he was not called to public duty by his country.

Although tobacco was the important Virginia crop, Washington took an active interest in live stock. At one time he had 130 horses at Mount Vernon. His sheep numbered more than 600 in 1793, and in the same year he had over 300 cattle. He was also probably the first person in this country to raise mules. Oxen were used for heavy work on the plantation, but Washington had many work-horses also. He kept riding-horses, and broke and trained his own animals.

Washington's will, made in the year of his death, listed more than 1,000 head of live stock, conservatively valued at more than \$15,000.

WHAT OUR SAILORS EAT

When Uncle Sam's grim battleships, sleek destroyers, airplane-carriers, and submarines steam in through the Golden Gate, business is rushing aboard the U. S. S. "Arctic." The "Arctic" is the food-shop of the Pacific fleet, we read in the *Butchers' Journal*. She carries a "balanced ration" of 4,276 tons of food. A "balanced ration" contains enough provisions to feed all the 16,000 sailors in the fleet for about seventy days, and is made up mostly of meats, fruits, and vegetables.

About 100,000 pounds of beef were loaded on the "Arctic" when it recently took on stores in San Francisco. Approximately two carloads of veal carcasses, ranging from 100 to 130 pounds, were placed on board. Of pork loins, 39,000 pounds were loaded, and of hams, 35,000 pounds. The "Arctic" was stored with enough frankfurters to make a line three miles long, if laid end to end. In the specialty class, around 13,000 pounds of pork sausage and 11,000 pounds of head-cheese find a place in the "balanced ration."

All meat and meat-food products are constantly under the inspection of officials of the Department of Agriculture for wholesomeness. The condition of the meats is passed upon long before the vessel actually arrives at the loading port.

ORIGIN OF UNITED STATES LIVE STOCK

Shorthorns were the first purebred beef animals imported into the United States. They came to Maryland in 1783. Herefords came in 1817. Galloways showed up in 1853, and Angus in 1860. The last-named breeds were from Scotland, and their exact origin is rather obscure,

we are told in the *Kansas City Times*; but Tacitus, the Roman historian, mentions herds of homeless cattle in existence in various parts of the world.

"Holstein-Friesians were the first purebred dairy cattle in the United States. The first official import was in 1795, but the Dutch colonies had grades before that time. Guernseys showed up in 1818; Ayrshires, in 1822; Dutch Belted, in 1838; and Brown Swiss, in 1869.

"Red Polled cattle made a rather unusual entrance into the United States. During the famine in Ireland in 1847, Boston people sent a shipload of provisions to that country, and in appreciation of this a Mr. Jeffries, of Cork, presented the captain of the American ship with a purebred Suffolk polled heifer. This animal was delivered in Boston, sold at auction, and her offspring—mostly bull calves—dominated the dairy blood-lines of Massachusetts for half a century.

"Merino sheep from Spain in 1801 represented the official start in purebred ovine stock. Southdowns came in 1803; Leicesters, in 1806; Cotswolds, in 1832; Lincolns, in 1836; Rambouillets, in 1840; Delaine Merinos and Oxfords, in 1853; Hampshires and Shropshires, in 1855; Dorsets, in 1885; Suffolk Downs, in 1888; Cheviots, in 1891; and Angora goats, in 1849.

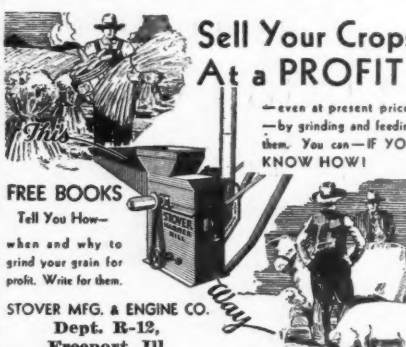
"The hog has had a more distinctive development in America than other meat animals. The Berkshire, imported in 1823, together with the Hampshire in 1820 and the Tamworth in 1888, has retained its identity. The Poland-China breed originated in the United States, and the Chester White is attributed to Chester County, Pennsylvania, based on some white pigs imported without record in 1818. As far as records go, the Duroc-Jersey hogs had a three-way foundation. The first red hogs are said to have been brought to the United States by African slave-traders.

"Percheron horses were imported in 1839. Clydesdales in 1842, and Belgians in 1886. The saddle-horse is distinctively American, and the thoroughbred and harness strains owe something to both sides of the ocean, with exact basing blood-lines originating in Europe and Arabia."

"MUMMY" WHEAT WILL NOT GROW

The belief that wheat found in ancient tombs will grow when planted is apparently as immortal as the grain itself is supposed to be. Fairy-tales of the wondrous growth of wheat rescued from Egyptian pyramids have long been in circulation in Europe, and have been spreading to this country; but they have no basis in fact, we are told by those who ought to know.

In western Thebes, Sir Ernest Wallis Budge, keeper of Egyptian antiquities in the British Museum, bought a model of an ancient Egyptian granary which has just been found in a tomb of the Nine-



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HARDY ALFALFA SEED, \$7.50;
Grimm Alfalfa, \$8.50; Sweet
Clover, \$2.50; Red Clover, \$7.50;
Alsike, \$7.50. All 60-pound bushel.
Track Concordia. Return seed if
not satisfied. GEO. BOWMAN,
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STEER HORNS FOR SALE

Polished and mounted, over six feet
spread. Rare opportunity to pro-
cure such an ornament. The Texas
Longhorn cattle are now extinct.
Free photo. Lee Bertillion, Mineola,
Texas.

teenth Dynasty, about 1200 B. C. It contained in its little bins a layer of grain, which he carefully saved and brought home. This grain was divided into four parts by the curator of Kew Gardens, London, who gave to its planting his care and personal attention. Each part was planted separately and covered with a glass of different color—white, yellow, red, and blue. The entire Kew staff was intensely interested in the experiment, and many botanists joined in waiting for the seed to germinate. After three months, on turning over the little plots, it was found that the grain had turned to dust.

Many other Egyptologists have tested the germinative qualities of grain found in tombs of antiquity, but always with negative results. Unger, who took home several well-preserved specimens of wheat and barley from ancient Egyptian tombs, had no success in his carefully conducted experiments.

GONISTER, GRISKIN, AND PONIES

For the following excerpt from an article by Adous Huxley in the Hearst string of newspapers we are indebted to *Western Cattle Markets and News* of San Francisco:

"The technicalities of even the least romantic professions often have a quality of magical life that endears them to us. Thus, I recently came across a list of the technical terms of English butchery—words connoting different cuts of meat, different parts of the carcass. Like spells and incantations, they affected the imagination with their odd, poetical force.

"Here are a few of them: gonister, griskin, and ponies; slift and brack tortoise; flaps and knaps; skink and wink; chucks and plucks; heartspoon and haslets; ronds and ranns.

"Some of these words are really magnificent. One rolls them around the tongue, savoring their rich Shakespearean flavor. I was so enchanted by them that I sat down and there and then wrote, in imitation of Alexander Pope, ten lines of an 'Essay on Meat':

"See the gay butcher who, with magic steel,
"Transbeefs the ox and turns the calf to veal;
"Unsphears the heartspoon, cleaves the fatted chucks,
"Carves tabs and ponies, gonister and plucks;
"Divides the griskin from the slift and flaps,
"Splits the brack tortoise, tritirates the knaps;
"Lays wink by skink and, with unfeeling blade,
"Divorces hankin from her clinging splade;
"While ronds, ranns, haslets sing in chorus sweet:
"The proper diet of mankind is meat."

Cake Takes the Sting Out of the Blizzard



COTTONSEED CAKE can be fed on the snow. The cake is not too hard, but hard enough not to melt at once and be lost. The cowman knows the value of a real protein cake that can be fed during the wet, cold winter days.

During blizzards your herd should be on a ration of cake. No other feed is so well adapted for use on the range. Cattle like it. It is highly digestible and easy to handle.

COTTONSEED CAKE is one of the richest protein feeds known to the range and the feed-lot; yet it also has an energy value almost equal to corn.

COTTONSEED CAKE at today's low prices is the biggest feed bargain you can buy. Its use on the range will reduce wintering costs and prevent large death losses.

Write today for our "1933 Feeding Practices"—nationally recognized feeding bulletin. This book is FREE, and gives practical suggestions for wintering on the range and tested schedules for the feed-lot.

Use the Coupon Below—The Book Is Free

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ROUND THE RANGE

GOVERNMENT RANGE REPORT FOR NOVEMBER

Subjoined is a summary of the November report on range and live-stock conditions in the seventeen western states issued from the Denver office of the Division of Crop and Live-Stock Estimates of the Bureau of Agricultural Economics:

Arizona.—Grass dry and short in places, but browse good; winter feed generally ample; stock water short in some areas; cattle in good flesh, with few sales; sheep moving south; ewes in good condition.

California.—Absence of seasonal fall rains resulted in decline in range and pastures; moisture badly needed; old feed becoming scant; cattle generally in satisfactory condition; restocking so far light; breeding stock generally held; considerable numbers of ewe lambs brought in; early lambing begun.

Colorado.—Range feed good in west and in San Luis Valley, with ample supplies of hay; ranges poor in east, with short crop of hay; live stock in good condition, except in dry areas.

Idaho.—Range feed plentiful; some desert ranges need stock water; hay supplies ample and cheap; live stock in good flesh.

Kansas (western).—Native pastures very dry; wheat pastures poor, except in central counties; local demand for cattle limited.

Montana.—Winter ranges fair to excellent; shortage of water in northeast; feed ample; live stock in good condition; shipments light, with tendency to hold cows; more ewe lambs being held than last year.

Nebraska (western).—Most range

feed cured well; hay and grain supplies plentiful, except in southwest; cattle shipments heavy, but breeding stock held where possible.

Nevada.—Winter range feed generally ample; stock water needed in few places; live stock in very good condition; tendency to hold cattle; ewe lambs being held to replace last year's losses.

New Mexico.—Range feed good, except in northeast; rains have supplied stock water; cattle in good flesh; shipments a little heavier than last fall; sheep doing well.

North Dakota.—Water and range feed generally sufficient; hay and feeds short in few areas; live stock in good condition, but moving slowly.

Oklahoma.—Winter pastures only poor to fair, due to drought and freezes; little wheat pasture in sight; hay and feed grains ample, except in northwest; live stock in fair to good condition.

Oregon.—Range feed plentiful, but dry; stock water short in few places; ample supplies of hay and grain feeds; live stock in good flesh, with a disposition to hold.

South Dakota (western).—Range feed good, with large supplies of hay and other feed; cattle and sheep in very good flesh.

Texas.—Range grass curing well; winter range feed plentiful, and prospects above average; more feed grains and roughage than usual; shipments of live stock light, with slow movement of lambs to feeding areas; cattle and sheep in very good flesh.

Utah.—Winter ranges good; feed well cured; stock water ample, except in southwest; large crop of hay and feed grains; cattle and sheep in excellent shape.

Washington.—Ranges dry in spots, but recent rains have started grass; hay and grain supplies generally sufficient; live stock in good condition; some demand for ewe lambs for replacement.

Wyoming.—Ranges improved by snow, relieving water shortage; range feed much better than last year, except in southeast; cattle in good flesh, barring dry sections, with shipments about same as last year; sheep in fairly good condition.

weather.—JOSEPH COFFMAN, Guthrie Center.

Montana

Sheep in this section have so overstocked the range that to ride over it and look at the barrenness is pitiful. But one cannot blame the sheepmen. Prices have been so low that they sell only enough to keep things going.—R. A. HUNT, Kevin.

Ranges are good. We have had some snow, but not enough to bother grazing. Cattle are in better condition than for several years past.—W. D. LIND, Landusky.

New Mexico

Conditions are hard, with no money in circulation. Calves are going slowly at \$3.50 per cwt. Range is about 70 per cent of normal. What few buyers there are cut back quite a lot. Everything looks hard for the stockman.—H. L. RAMSAY, Deming.

Range conditions are very good in some parts of this section, while other places are short of feed, owing to spotted rains through the summer. Most cattle will winter well.—IRA H. SULLIVAN, Dusty.

Wyoming

The weather, while changeable, has not been cold. Snowfall has been light. The long drought has not entirely broken, and the approaching winter finds the ground with little moisture. A wet fall is needed. Farmers are finding it difficult to move crops, even at the very low prices. Most of the lambs sold to feeders at 4 cents, and the weights were much below normal. Few ewes have changed hands. Old ones are practically without a market. Very few cattle are changing hands locally. Some, intended for market, will be held over. Business generally is at very low ebb. Winter range conditions are good.—A. M. BROCK, Buffalo.

LARGE AREA SET ASIDE AS CATTLE RANGE

Under the Colorado range law, providing for division of the grazing on the public domain between cattle and sheep, and recently declared valid by the Colorado Supreme Court, a tract of twenty-five square miles in the Escalante Canyon in Mesa, Montrose, and Delta Counties has been set aside as cattle range by the District Court. No sheep will be allowed on the land.

Optical Problem.—Optimist—"I can see good in anything."

The Other Fellow.—"Can you see good in a movie theater when you first go in?"—Life.

Up to the Minute.—A woman from Neosho Falls dropped into John McCallon's emporium yesterday and inquired:

"Is this a second-hand store?"

"Yessum," said John.

"Well," said the lady, "I want one for my watch."—Burlington Republican.



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RANGE AND LIVE-STOCK CONDITIONS

Iowa

Everyone is feeling the depression. At 10 cents for oats, 11 cents for new corn, and \$2.50 for hogs, one cannot pay many debts. We are having some early winter



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